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HONGKONG, THURSDAY, OCTOBER 18TH, 1925

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TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.35	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.44	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.56	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	7.31	10.03	11.18	12.48	2.03	5.23	6.18	7.58
Fanning	7.46	10.18	11.33	13.03	2.18	5.38	6.33	8.03
Shungai	7.58	10.30	11.45	13.15	2.30	5.50	6.45	8.15
Shumchu	8.13	10.45	12.00	13.30	2.45	6.05	6.55	8.30

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchu	8.13	10.45	12.00	13.30	2.45	6.05	6.55	8.30
Shungai	8.28	10.59	12.15	13.45	3.00	6.20	7.10	8.45
Fanning	8.43	11.14	12.30	14.00	3.15	6.35	7.25	8.60
Tai Po Market	8.58	11.29	12.45	14.15	3.30	6.50	7.40	8.75
Tai Po	9.13	11.44	12.59	14.29	3.45	7.05	7.55	8.90
Shatin	9.28	11.59	13.14	14.44	4.00	7.20	8.10	9.05
Yau Ma Tei	9.43	12.14	13.29	14.59	4.15	7.35	8.25	9.20
Kowloon	9.58	12.29	13.44	15.14	4.30	7.50	8.40	9.35

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.35	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.44	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.56	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai Po Market	7.31	10.03	11.18	12.48	2.03	5.23	6.18	7.58
Fanning	7.46	10.18	11.33	13.03	2.18	5.38	6.33	8.03
Shungai	7.58	10.30	11.45	13.15	2.30	5.50	6.45	8.15
Shumchu	8.13	10.45	12.00	13.30	2.45	6.05	6.55	8.30

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchu	8.13	10.45	12.00	13.30	2.45	6.05	6.55	8.30
Shungai	8.28	10.59	12.15	13.45	3.00	6.20	7.10	8.45
Fanning	8.43	11.14	12.30	14.00	3.15	6.35	7.25	8.60
Tai Po Market	8.58	11.29	12.45	14.15	3.30	6.50	7.40	8.75
Tai Po	9.13	11.44	12.59	14.29	3.45	7.05	7.55	8.90
Shatin	9.28	11.59	13.14	14.44	4.00	7.20	8.10	9.05
Yau Ma Tei	9.43	12.14	13.29	14.59	4.15	7.35	8.25	9.20
Kowloon	9.58	12.29	13.44	15.14	4.30	7.50	8.40	9.35

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.35	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.44	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.56	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
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Fanning	7.46	10.18	11.33	13.03	2.18	5.38	6.33	8.03
Shungai	7.58	10.30	11.45	13.15	2.30	5.50	6.45	8.15
Shumchu	8.13	10.45	12.00	13.30	2.45	6.05	6.55	8.30

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
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Tai Po Market	8.58	11.29	12.45	14.15	3.30	6.50	7.40	8.75
Tai Po	9.13	11.44	12.59	14.29	3.45	7.05	7.55	8.90
Shatin	9.28	11.59	13.14	14.44	4.00	7.20	8.10	9.05
Yau Ma Tei	9.43	12.14	13.29	14.59	4.15	7.35	8.25	9.20
Kowloon	9.58	12.29	13.44	15.14	4.30	7.50	8.40	9.35

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AN EPIC OF THE WAR.
THE ZEPPELIN STRAFER.
[BY THE LATE JOSEPH CONRAD.]

[During the war the late Mr. Joseph Conrad went on some of the vessels guarding the North Sea. The appended is part of an article he wrote, which for some reason was never published at the time, and which was recently printed in the Times.]

My companion and I took cover in the wardrobe, a good-sized apartment lined with varnished match-board. A heavy table occupied the middle. The officer of the watch, a silent, detached figure, sat at a writing desk reading a note, while a young blue-jacket, cap in hand, waited for the answer. Two R.N.R. officers smoking by the fire greeted us. Another sat at some distance on a chair placed against the wall near a window. He took no notice of our arrival.

But the officer with me murmured with a nod in his direction: "This is our Zeppelin-strafers."

I said: "No. Have you that, too, in your lot?"

"Yes. He'll tell you all about it."

SEAMAN AND WRITER.

I was introduced with a word or two of comment to "our Zeppelin-strafers." There was no halo round his head. He was young, so young that he must have belonged to the third generation of those who had gone to sea since my time; one of those who began that life after 1900. A seaman of the 20th century! And yet he was no stranger to me. The memories of my 20 sea years crowded upon me, memories of faces, of temperaments, of expressions. And looking at him, all I could say to myself was:—How like! We sat down side by side near the window. He was in no haste to begin. He belonged to the shy, silent type—and, how like!

It's an odious thing to have to write in "descriptive" fashion of men with whom one talked like a friend and had found acceptance as one of themselves. If he sees these lines I hope he will give me a little more truthfully and altogether untrue. We were but half an hour together, and when we parted he closed the door of that room behind him. I felt that he was as utterly gone from me as though he had stepped out in the middle of the Pacific.

He began to talk to me with a sort of reluctance, hesitatingly, till I mentioned to him that I had been to sea much longer than himself, if not so recently. He knew I was some sort of writing man, and was ready to be civil, but after that remark of mine his articulation became easier. Not much though. He looked down on the ground, glancing at me only now and then, and spoke in a low tone, an unexpected pause. The best of which I can characterise that narrative is by saying that he delivered it to me with the bearing of a man who broods over the event in silence.

OUT OF THE FOG.

He was making his way on a foggy day back to his base after a spell of duty outside. His craft mounted one gun; and without going into unnecessary description I may best give an idea of the size of his command by saying that, when he was reposing, the breech of the gun was within four feet of his head as it lay on his pillow. For reasons that need not be stated, his vessel did not move then more than about three knots through the water—which was smooth. There's seldom much wind with thick weather. On that occasion there was a very light breeze, enough to help the fog at its usual pranks of thinning and thickening, opening and shutting, lifting in patches and closing down suddenly—quicker than a wink, sometimes.

He was walking up and down his vast deck when, turning aft, he saw the fore-end of a Zeppelin emerge into misty view out of an apparently thicker layer of fog. From then on for succeeding minutes he moved no more than a ship's timber. The apparition took him completely unawares because he had not heard any noise in the air before. Directly, however, he caught sight of the Zeppelin he heard the noise of the engines very plainly.

As soon as he regained the power of speech he uttered the words "Action Zeppelin." "Action," in a cautious whisper. An unnecessary precaution. But he told me that at first the "enormous thing seemed right on top of us!" In fact, it was not anything so near as that. It was coming up astern but a little on one side and, he noticed, steering a course which would cross obliquely his wake and bring the monster very close indeed—within 500 yards perhaps.

For whatever reason, it was flying low, so low that he did not need to throw his head up much to watch its steady progress. And there followed for him such moments of unforgettable anguish, something like the anguish of a man whose eternal salvation would depend on the soundness of his judgment.

GIGANTIC LUCK.

The problem was how to deal with this gigantic piece of luck. For if he opened fire too soon the chances were that the German would swerve and get away, or, climbing overhead, would descend on him as low as he pleased, and bomb him out of existence. His gun was a very good weapon of its kind, but it was not an anti-aircraft gun and had only a limited amount of elevation. And there was also the possibility that, utterly unconscious of the tiny speck just below, the Zeppelin would alter its course of its own.

What worried and discomposed him was the insistent whispering of his

skipper, who had crept to his elbow and was entreating hoarsely not to waste a moment, "to let the beggar have it now, sir. Let him have it." The German meantime held on. Ordering the skipper away he had the fortitude, though his heart was in his mouth all the time, to hold out till the Zeppelin crossed his wake and exposed the greater part of its side.

"And then," he said, "we started to plug it into him as fast as we could load. And every shot was a hit."

He looked at me with strangely troubled eyes. "It was, impossible to miss . . . you know," he added in a lowered voice.

Whether conscious or unconscious before of the microscopic strafe below, Fritz must have had the surprise of his life. The record shock of Zeppelin history. His dismay was boundless, something very like panic up there became visible to the eyes below.

"I could see three or four of them running along," went on the low voice. "I saw them quite plainly. If I had had half a dozen men with rifles on my deck we could have got every single one of them."

The Zeppelin swung off wide and, with its engines working noisily, made off without more ado. Its own speed or the drift of denser fog blowing over turned it into a mere dark blur swiftly. As long as the faintest shadow of it remained visible the fire was kept up. Then it ceased. A profound silence ensued. It was all over. He was gone.

A SICK ZEPPELIN.

It was, however, possible that he might return overhead and take his revenge. But before the strafers on deck had the time to exchange glances of wonder, apprehension, or inquiry, while they were still, in fact, starting into the upper fog, the shadow reappeared nearer than before aslant in the white space, sliding downwards stern first, its nose tilted up at a perilous angle.

"Of course we opened on him instantly," he went on. "And do you know what he did then? He came back again, and after a little gap went on as if unwillingly. He damped all his bombs overboard. The whole lot of them at once."

The resulting explosion was something terrific. He felt as if his little craft were blown clean out of the water and at the same time hit by a tidal wave. And in the awful commotion, uproar, and black smoke the Zeppelin shot up and vanished for good.

"You must have made him very sick," I said.

He looked very sick indeed, said the young strafe quietly.

"I wonder what became of him?"

"Hard to say. There was a report in the papers some time afterwards. Damaged Zeppelin coming to the ground in Norway. . . . I sometimes think."

He did not finish the sentence. He had been 18 months of long days and long nights at his protecting work, out and in, fair or foul, never seeing anything to reward his strained, hopeful vigilance, and sometimes for days seeing nothing at all. For the North Sea is a big place, as our coasters say: so big that there may be half a dozen ships out looking for you because you are a little late in returning (as it happened to a man), and you will come in innocently, having seen no one unseen by anybody—which is vexing for the anxious searcher.

Eighteen patient, unfaltering months, and then this ten gloriously crowded minutes—is that much? The whole affair probably did not last so long.

Rare, like drops of water in a desert, are such opportunities for the watchers of the lightless shore. And to this one Fortune had not been fickle, but simply outrageous. The drop had merely brushed past his lips so unskilled in speech. He had talked to me in all friendliness, for which I am duly grateful; yet he left me with the impression that had he been permitted to taste the full flavour his official report would have remained, of his own choice, his first and last utterance. I fancy, somehow, that rather than talk of luck so immense that there could be no fit words for it in the world he would have preferred to brood over it in adequate silence.

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LOCAL SPORT.

AQUATICS AT V.E.C.

RESULTS IN WATER SPORTS HELD YESTERDAY AFTERNOON.

Under the auspices of the Victoria Recreation Club, the annual aquatic festival, which will extend over today, tomorrow and Saturday, was begun yesterday afternoon.

The water sports are being held under the patronage of H.E. Sir Edward Stubbs, K.C.M.G., H.E. Major-General C. C. Luard, C.B., C.M.G., and Commodore A. J. B. Stirling.

The officials are as under:—

President: H.E. Sir Reginald E. Stubbs, K.C.M.G.; Patron: Hon. Mr. P. H. Holyoak, Hon. Mr. D. W. Truman, Hon. Mr. R. H. Kotewall, Mr. Robert Shewan, Mr. J. Scott Harrison, Mr. R. M. Dyer, Mr. W. Hay Tonz, Mr. Ho Fook, Lt.-Col. F. S. Montague-Pates, C.B., C.M.G., D.S.O., Hon. Mr. H. T. Cross, Colonel T. Robertson, Mr. A. H. Barlow, Mr. G. M. Young, Dr. Addison, T.C.M.O., Mr. Mok Kon San and Comdr. Hole; Chairman: Hon. Sir Claude Severn, K.B.E., C.M.G., LL.D.; Judges and Committee: Messrs. R. M. Dyer, E. Humphreys, J. F. Groce, A. Humphreys, F. Lamont, S. H. Garrod, J. Lyon, S. Maroud, V. Ramsay, W. Logan, J. T. Harrison, J. Stewart, C. F. Yuen, T. King, G. M. Shaw, D. Lyon, Rev. G. T. Waldegrave, C. J. Cooke, W. S. Bailey, A. Silva Netto, Lt. Alfred, Messrs. P. W. Ramsay, Leung Nui Sang, G. Razavet, E. W. Hailton, R. Lapsley and A. A. Alves; Honorary Doctors: Dr. Smalley, Dr. G. R. D. Black and Dr. Ma Luk; Referee: Hon. Sir Claude Severn; Starters: Mr. T. King, Mr. R. C. Wicheil and Mr. A. Lapsley; Time-keepers: Messrs. J. Ramsay, W. Anderson, and C. J. Cooke; Competitors' Stewards: Messrs. V. Ramsay, H. Hyndman, and R. de Rocha; Mr. James Smith, Hon. Treasurer; Mr. R. C. Wicheil, Hon. Secretary.

THE RESULTS.

Three events were decided last evening the results being as under:—

Half-mile Championship of the Colony (open).—1. A. F. May; 2. C. J. Cooke. Time: 13mins. 15.2secs.

Throwing the Polo Ball.—1. E. Read; 2. E. W. Raiton. Distance: 69 feet.

250 Yards Breast Stroke (confined to Chinese).—1. Wong Ping Fan; 2. Leung Tit Sang. Time: 5mins. 30.2secs.

TO-DAY'S PROGRAMME.

The events down for decision to-day are as under:—

4.40 p.m., Two Lengths Handicap (members).

4.40 p.m., Boys High Dive (open).

4.40 p.m., Ladies Two Lengths Handicap (open).

4.45 p.m., Running Hinder from Spring Board (3 tries).

4.45 p.m., 400 Yards Championship of the Colony (open).

4.45 p.m., Girls Two Lengths (open).

4.50 p.m., 100 Yards Back Stroke Championship of the Colony (open).

5.00 p.m., Two Lengths Handicap (members).

5.15 p.m., Two Lengths Team Race (members).

5.15 p.m., Boys Two Lengths Handicap (open).

5.30 p.m., Water Polo Army 7. Navy.

An extra event which has been included in Saturday's programme is a 50 Yards Breast Stroke race confined to Chinese ladies.

At the conclusion of the sports on Saturday, H.E. Sir Edward Stubbs, K.C.M.G., will present the prizes.

RUGBY.

At Happy Valley this afternoon, the Hongkong Football Club (Rugby Section) will meet H.M.S. *Amir*. The teams are:—

H.K.F.C. TEAM.

Full back:—Stewart (1).
Three-quarters:—McKenzie (2); Bowker (3); Gardner (4); Lamont (5).
Halves:—Summers (6); Ralph (7).
Forwards:—Foster (8); Forsyth (9); Smith (10); Focher (11); Millar (12); O'Connor (13); Ralston (14); Curwin (15).

Referee:—Mr. D. Fitzgerald.

H.M.S. "AMIR" TEAM.

Full back:—Mortimer (1).
Three-quarters:—Hocking (2); Honeywell (3); Duncan (4); Hayter (5).
Halves:—Evans (6); Cowley (7).
Forwards:—Stafford (8); Wilkin (9); Short (10); Morrell (11); Curdock (12); Balaban (13); Gambles (14); Sharples (15).
Kick-off:—5.15 p.m.

FOOTBALL.

POLICE MATCH ON SATURDAY.

A match has been arranged and will take place on Saturday between Kowloon and the Police on the Kowloon Football ground, kick-off at 4.30 p.m. The proceeds of the game will be devoted to a deserving object.

ALLEGED FORGERY.

CHINESE MERCHANT FACES SERIOUS CHARGES.

At the Central Magistracy yesterday afternoon, before Mr. S. B. R. McDermid, Wong Wai Man, a well-known Chinese merchant, appeared on remand from last Friday on a charge of forgery.

Defendant was charged on three counts:—
(1) with having uttered certain forged documents, concerning the transfer of 50 shares in the Hongkong and Kowloon Wharf and Godown Company, purporting to be signed as transferor by Wong Chik Cho; (2) with uttering forged documents for the transfer of 250 shares in the China Light and Power Company (1918) Ltd., purporting to be signed as transferor by Wong Lok Sin Tong; (3) with uttering a forged document, namely a letter, to the Hongkong Electric Company, Ltd., purporting to be signed by Wong Chik Cho, requesting them to send all outstanding dividend warrants belonging to Wong Chik Cho to him care of Messrs. Moxon and Taylor.

All the charges were taken under section 8, of Ordinance 11, of 1922.

Mr. T. S. Whyte-Smith, (Assistant Crown Solicitor), prosecuted and Mr. F. C. Jenkin (instructed by Mr. Wadson) appeared for the defence.

A report of this case appeared in last Saturday's *Daily Press*.

Further evidence was tendered yesterday for the Crown.

A Chinese witness said that he knew the deceased man Wong Chik Cho, alias Wong Pui, also with a Tong name of Wong Lok Sin Tong. He witnessed his signatures to various transfers of shares. With regard to two transfers he identified the signatures as being those of the deceased, although the writing slightly differed. The difference in the writing was caused by the deceased having injured his hand. With regard to two other transfers shown him, witness said the signatures did not appear to be those of the deceased.

Mr. H. Birkett (of Messrs. Moxon and Taylor) gave evidence and said he knew the defendant as a customer of Messrs. Moxon and Taylor. According to an entry in his book, fifty shares (those referred to in connection with the Hongkong and Kowloon Wharf and Godown Co.) and Kowloon Wharf and Godown Co.) passed through his office. The entry showed Wong Chik Cho to be the vendor, but so far as he could remember he never heard of him until a few weeks ago. The shares were received from Wong Wai Man, but that did not follow he was the vendor. The scrip was presumably handed in by Wong Wai Man (defendant) and if the shares were sold he would have accounted to him for them. According to the books, fifty shares were sold to Lamont Brothers in September 1923. Speaking with regard to the second charge (in respect of the transfer of 250 shares in the China Light and Power Company) witness said the transfer passed through his office. As far as he could make out, these shares were sold before they were issued. They were old shares issued as "come rights." Mr. Birkett then went on to give further evidence with regard to the entry of the transfers in connection with various transactions referred to in the charges and also spoke as to whom they were purported to have been signed by.

Cross-examined by Mr. Jenkin: Witness said all his evidence with regard to the two transactions of shares had been taken from the books. None of the transactions had been made by him personally and he had nothing personally to do with any of them.

After further evidence, His Worship adjourned the case until to-morrow afternoon.

SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their fortnightly circular dated September 15th state:—

The market has been very quiet and except for a few transactions with Java nothing has been done. Prices are consequently receding slightly and arrivals of paddy accumulating in Cholon bear hard upon the market which closes weak.

Paddy is easier. Fairly heavy stocks are available in Cholon and some small holders would be pleased to realize as they must prepare for the new crop.

FREIGHT MARKET.

To Hongkong.—Market stagnant. No transactions to report.—No demand.—Prospects unfavourable. For Canton there is some offering but only sufficient for a small steamer of about 1,200 tons, at between 25 cts. to 30 cts.

INTERPORT BOWLS.

SHANGHAI PAPER'S CONFIDENCE.

Of the Shanghai interport lawn bowls team for Hongkong, the *China Press* says:—The team will take with it the "Prentice" Cup, and it is to be hoped that they will bring it back again. The team is very well balanced and should give a good account of itself. Shanghai bowlers will follow their efforts with the greatest of interest.

THE UNBROADCASTER.

DEVICE THAT MANY HONGKONG FOLK WOULD FAVOUR.

[BY MAURICE LANE-NORCOTT IN THE "DAILY MAIL"]

Those of us who are at times constrained to voice our disapproval of certain characteristic noises of Hongkong—such as the loudly jangling bell of the man with the refuse cart, and the irritating little reed-pipe of the vendor of small and glistening green fruits, to omit mention of many others—might well favour the early adoption of the innovation which is amusingly set forth below:—

If the invention I have in mind pans out all right I shall go down to posterity hand-in-hand with Senator Marconi. Or, perhaps, I shan't go hand-in-hand with Senator Marconi. Very likely I shall stalk proudly in front followed by Senator Marconi at a respectful distance. It is an inspiring thought.

As I see it—and I want to be perfectly fair—Senator Marconi did quite a clever thing when he invented wireless, but really he was on the wrong tack. To pick up a noise and send it to millions and millions of people to listen to is a novel idea, of course, but mine, I think, is more wholesome. My idea is to pick up a noise and send it to where nobody can hear it at all. In this way it won't disturb anybody.

The theory on which I am basing my invention is that there is far too much noise in the world as it is. At least, there is far too much noise in certain parts of it. All this unwanted noise is just a drug on the market. It could quite well be somewhere else and nobody would miss it.

For instance, take street noises. It isn't any use forbidding street noises. No sooner is a notice put up, reading: "Street Noises Prohibited," than along comes a man with a cornet and blows a loud, piercing noise out of it.

Very well. Let him. My invention, as soon as I get it perfected, will pick up his noise and drop it somewhere else—out in the vast waste stretches of Central Africa, very likely.

Hearing it, I dare say Negroes will come from miles around, expecting to find a man in the jungle playing a cornet, but they will be bitterly disappointed. He won't be there. He will be blowing his instrument quite silently in some street in far-away Birmingham or Chelsea.

If all goes well with my plans I expect to provide my part of the world with almost dead silence by about next October. My little unbroadcaster will bring screaming babies, painless pianos, silent singers, mute wives, and dumb dogs into every home.

In the House of Commons the sole result of catching the Speaker's eye will be a voice crying in the wilderness. Only in Mid-Atlantic will be heard the funny stories that so persistently have been going the round of the Stock Exchange.

Quite justly will judges be asking in a year or two, "Who is Winston Churchill?" They won't know. Nobody will know. What fun!

Not the least advantage that I claim for my invention is that, when I have done with it, it will easily be fitted to all wireless sets.

I can see that I have a great future before me. I shall die a rich old Peer and they will bury me grandly in Westminster Abbey.

H.M.S. "NELSON" LAUNCHED.

BEST-ARMED VESSEL IN THE WORLD.

Thousands of people on both banks of the River Tyne on September 3rd, watched the launching from the yard of Sir W. G. Armstrong, Whitworth and Co., Newcastle, of H.M.S. *Nelson*, the first battleship to be constructed for the Navy since the war and one of two permitted under the Washington Convention.

The vessel, which is estimated to cost between £7,000,000 and £8,000,000, was designed by Sir Eustace D'Eyncourt, Director of Naval Construction and chief technical adviser to the Admiralty, 1912-23. She is said to incorporate many unusual features to render the vessel less vulnerable to attack.

The launching ceremony was performed by Dame Caroline Bridgeman, wife of the First Lord of the Admiralty, and the *Nelson* left the slips without a hitch, to the accompaniment of loud cheering and the blowing of sirens from the numerous craft on the river afterwards.

Mr. Bridgeman, in a speech at the subsequent reception, said that it should be thought that with the launching of the *Nelson* the country was starting a new competition in armaments, he could assure them that that ship and her sister ship the *Rodney*, now building at Birkenhead, were provided for under the Washington Convention, and that when they were completed four other ships would go out of commission.

(Continued at foot of next column.)

LORD NORTHCLIFFE'S MOTHER.

DEATH OF MRS. HARNSWORTH.

Mrs. Harnsworth, of Poynter's Hall, Totteridge, widow of Mr. Alfred Harnsworth, barrister-at-law, and mother of the late Viscount Northcliffe, passed away at her residence on August 29th, aged 88.

The mother of so remarkable a personality as Alfred Harnsworth Viscount Northcliffe may well have been a remarkable woman. And she was remarkable, most of all because she typified in a special degree the many British women who by their character and energy and wisdom dominated homes, often straitened and limited in means and opportunities, from which the children go forth to make for themselves great positions in the world.

Geraldine Mary Maffett was born on December 24th, 1833, a younger daughter of Mr. William Maffett, a Dublin land agent. The Maffetts were descended from a Scottish family settled in County Down; and it may be said of Mrs. Harnsworth that she retained to the end of her long life those characteristics of her native Ulster—that tenacity and directness and clear outlook on life which has placed the men and women of Northern Ireland among the definite assets of the British Empire. In her loyal Ulster had the most devoted and unwavering of friends. Nothing could deflect her from her affection.

At the age of 26, when she married Mr. Alfred Harnsworth, then a master on the staff of the Royal Librarian at the House of Commons, she was a travelled and well-read woman. She had a talent for music; and it was no impulse of courtesy or compliment which made those who heard her play the piano in the later years of her life wonder at the beauty of her execution, sometimes of compositions which she had managed to produce in her leisure moments of her busy life.

Three years after their marriage Mr. and Mrs. Harnsworth moved to London and made their home in Hampden Road. It indicated a real adventure. The young wife did not feel that the career of an assistant schoolmaster was one worthy her husband's abilities. She induced him to enter as a law student, first at the King's Inns, Dublin, and in 1860, at the Middle Temple. He was called to the Bar in 1860. Fifty-five years later (1915) his widow and their eldest surviving son, Viscount Northcliffe, presented £20,000 to the Middle Temple for the establishment of a benevolent endowment to be known as the "Alfred Harnsworth Memorial Fund" in his memory.

ENERGY AND OPTIMISM.

Success comes slowly to most men at the Bar. As the age at which Mr. Alfred Harnsworth died, many barristers of his own generation, and are considered prosperous, if they have achieved a precarious four figures. In his case, the inevitable time of waiting was handicapped by ill-health. His family grew faster than his practice, means were not large. Even the cost of taking "silk" was his reason against it. It was mainly due to his wife's energy and optimism that the courage of that home never failed.

Her eldest son, Viscount Northcliffe, was then near the beginning of his journalistic success, and his prosperity became hers. Thenceforward, first in the house in London which Lord Northcliffe and Lord Rothermere bought for her, later in her home at Poynter's Hall, Totteridge, she lived into old age, respected by her friends for her simple and direct nature, revered by her children, always their wisest counsellor. The affection existing between her and her eldest son was a very deep one. And the instances when he followed her advice with regard to the sanity and his papers testified to the sanity and soundness of her judgment. Her influence was never used in an ignoble cause. As the compass points steadily to the north, so her mind strove ever to serve the great interests of her country.

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BEST ARMED WARSHIP.

So long as there were armaments in the world, we first of all the nations, must never let our strength at sea go down. The *Nelson* must be looked upon as a guarantee of the peace of the world.

Sir Eustace D'Eyncourt said the vessel had been building for about two and a half years, and it was hoped to finish her in about twelve months. He urged that something should be done to meet foreign competition in shipbuilding if we were not to lose our supremacy in that direction.

The *Nelson*, when completed, will be the world's most powerful warship, and will carry the heaviest artillery afloat. Her main armament will be nine 16in. guns in triple turrets and 12 6in. guns on the broadside.

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DAIRY FARM NEWS.**CREDIT SALES.**

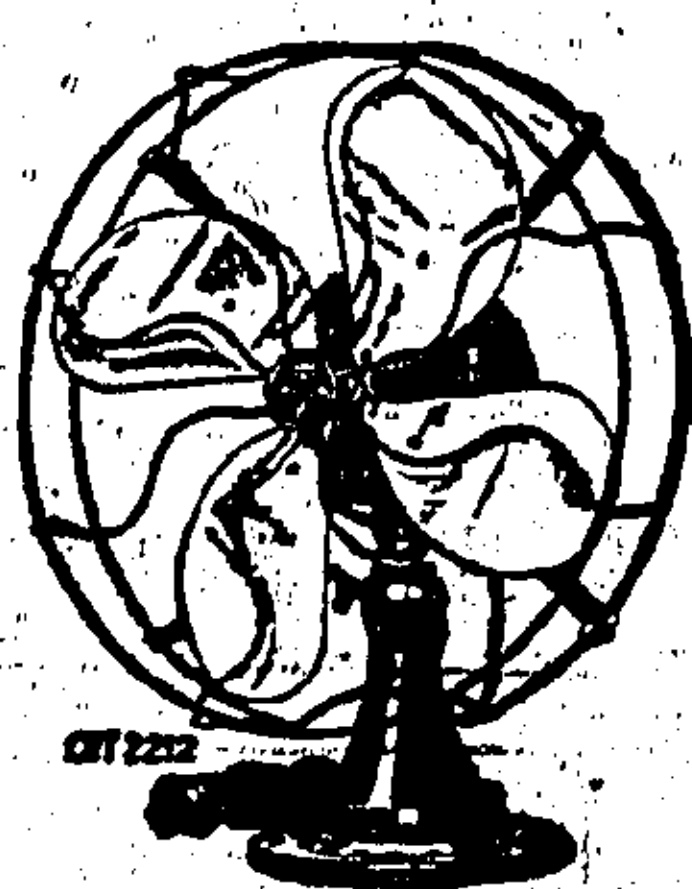
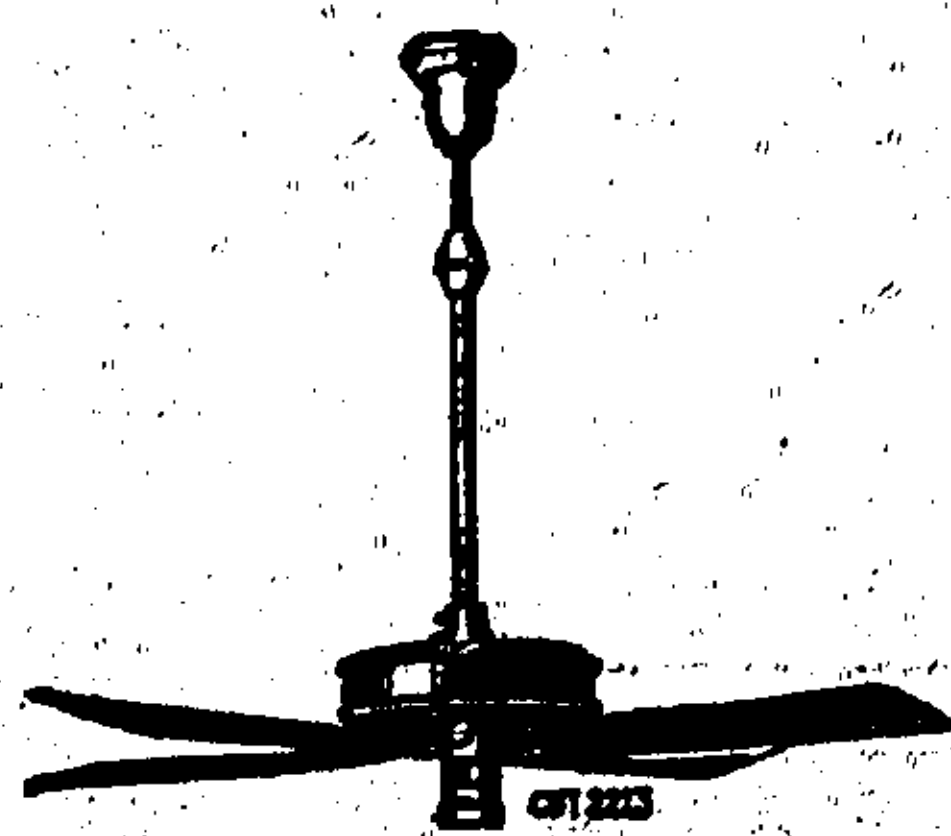
We are pleased to announce that Credit Sales will be resumed at the Company's Depot and Branches from 1st OCTOBER. New Pass Books are now ready and may be had on application. As separate books for the Butchery and Dairy Departments are henceforth to be used Customers dealing with both Departments are requested to apply for two books.

All applications to be made on the form provided at the end of the pass book and the old book or books returned to the Company.

No goods will be supplied "on credit" against old pass books after the 1st October.

ICE PRICES.

From 1st OCTOBER the retail price of Ice at our Peak and Hung Hom Branches will be reduced to 1½ cents per lb.

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C.S.C.C.**SUCCESSFUL YEAR REPORTED AT ANNUAL MEETING.**

A successful year was shown in the annual report of the Hongkong Civil Service Cricket Club, winners of both the first and second divisions of the Cricket League, at the annual meeting of the Club held yesterday.

Sir Claud Severn, who presided, commented on the balance shown, and said it seemed to him a very satisfactory one. The outstanding feature of the year was that both first and second elevens had come out at the top of their respective Leagues, and he thought they should congratulate Mr. E. W. Hamilton and Mr. Nihill on those successes. Next season, he hoped, the teams would be able to repeat the performance. He also thanked Mr. Squibbs, green ranger, for his services to the club, and Mr. Lambie, chairman of the Committee and one of the oldest members of the Club, for his support.

There was an increase in membership, they would observe, but he was sorry to say that while he had hoped they would have a new clubhouse, he was afraid that this would have to be deferred for some time longer than he had anticipated. He was sure that those who came after the present Governor and himself would take an interest in this Club, and whatever arrangements were made he was certain the Club would have a clubhouse suited to its requirements.

The Chairman then proposed the adoption of the report and balance sheet. Mr. J. R. Wood seconded and they were passed unanimously.

The following officials were then elected: Captain first XI, Mr. C. J. de Rome; Vice-captain, Mr. B. D. Evans; 2nd team, Captain, Mr. Edmunds; Vice-captain, Mr. Squibbs; Cricket representative, Mr. F. H. Holdman; Tennis representative, Mr. R. Wood; Lawn Bowls representative, Mr. R. Smith; Hon. Treasurer, Mr. B. E. Maughan; Hon. Secretary, Mr. R. S. Vergette; Green ranger, Mr. H. Rose; and the following Committee: Messrs. De Rome, Lambie, Alderman, Brown, Harrison, Longbottom and Strange. Mr. J. R. Wood, Messrs. James and Williams.

ALTERATIONS AND RENOVATIONS.

Mr. Maughan said that for some time past the Committee of the Club had given much consideration to the question of certain alterations and renovations to the Club premises, but in view of the present circumstances it was thought desirable to curtail the plans somewhat, and await a more favourable opportunity. However, there were certain renovations and alterations which were essential for the comfort of members, and he now suggested that a portion of the money placed to the reserve on fixed deposit should be taken for these repairs, the sum not to exceed \$2,000. This was a recommendation of the Committee, and he hoped the meeting would approve it.

Mr. Vergette seconded, and Sir Claud Severn supported, and said as it was unlikely that they would have a new clubhouse for some time he thought it worth while. The motion was carried unanimously.

The Chairman then moved a vote of thanks to the outgoing Committee, and this was heartily supported.

Mr. Gregory and Mr. Rose were then presented with silver cigarette cases in recognition of their services to the club during the recent strike. Sir Claud made the presentation.

The Chairman next mentioned that, as H.E. the Governor was shortly to leave the Colony, a letter should be sent to him thanking him for the interest he had taken in the Club. He himself (the Chairman) was about to leave Hongkong shortly, and it would be with very great regret that he severed his connection with the Civil Service Club.

THE RETIRING PRESIDENT.

Mr. E. W. Hamilton said he had been asked to say a few words on the regrettable occasion of the retirement of Sir Claud Severn as President of the Club. Sir Claud had been an enthusiastic playing member of the Club and had always taken an interest in its affairs. They were most deeply grateful to him and were very sorry that he was going, and they trusted Lady Severn and he would be spared for many years to come to enjoy their well-earned retirement. He hoped that of the many recollections of Hongkong Sir Claud would have, he would always remember the Civil Service Club.

It was decided to hold the annual children's "Christmas Tree" as usual this year.

A vote of thanks was then accorded to Mr. Maughan, hon. treasurer, for his work in connection with the distribution of provisions during the strike.

Mr. Alderman proposed that an honorarium of \$50 be paid to the Hon. Secretary, Hon. Treasurer and Hon. Steward for their services, and this was agreed to.

THE ANNUAL REPORT.

The report stated:—

FINANCE.
Despite the circumstances that have prevailed during the latter part of the financial year, it may be considered a matter of satisfaction that the Club Funds have materially improved, and that your Committee have been enabled to again place to reserve the income under the heads of Entrance Fees and Special Account. The thanks of the Club are due to Messrs. Williams and James for their services as auditors.

MEMBERSHIP.

The present total membership is 217. During the past year 12 members have resigned and 38 new members have joined. The retirement of Mr. R. E. O. Bird is a loss to the Club. He had been a member since 1909 and was for many years the mainstay of the attack in the Cricket Section. Your Committee record with deep regret the death of Mr. F. C. King.

GROUND.

This has been a disastrous year. The flood in June leaving huge deposits of mud, and the strike of our ground staff following, have left our outfield in a deplorable condition and had it not been for the splendid work of Messrs. Gipsom and Wood it would have been far worse. Thanks are due to them both and especially to Mr. Gipsom for carrying on in the unavoidable absence of our green-ranger. The Government are again generously assisting us by returning the damaged areas.

GAMES.

The reports of the Cricket, Tennis and Bowls Sections are added. Our Captains are to be congratulated on winning both Cricket Leagues, this having occurred only once before in the history of Cricket in the Colony.

Signs of revival of interest in Tennis were visible at the beginning of the Season and from the large number of players amongst our members the Club ought to take a very high place in the League Games.

The Bowlers have maintained if not added to their prestige and next season should give a very good account of themselves.

GENERAL.

The thanks of the Club are due to all those willing workers and especially to Messrs. Gregory and Rose whose valuable and ready help enabled the Club to be kept open whilst our Chinese Staff were enjoying a holiday in Canton.

CRICKET.

1st Eleven. Matches Played 19. Won 14. Lost 2. Drawn 3. Winners Hongkong Cricket League, First Division.

The Cricket Season of 1924-1925 was probably the most successful one the C.S.C.C. Club has ever had. Both teams secured the Shield in their respective Leagues and the number of members anxious for games augurs well for the future. The first eleven won 9 and drew one of the ten league games. The drawn match was easily in their favour and the performance was very gratifying, the more so because no one or two particular players have carried the side on their shoulders. The Shield was won by sound team work all round; and the improvement in fielding was most noticeable, the side comparing favourably in this department with any in the Colony. Most of the team have played for the Club for some years. The only real newcomer was Wallington, who found his form with the bat about half way through, and played some very useful innings. He is a good fielder, and fair change bowler. As usual Reed bore the brunt of the bowling and his figures are in no way commensurate with his value to the side. Ling and Evans both bowled excellently. Sayer, De Rome, Fincher, Evans and Baker did most of the run getting, while the others, when (and if) they got an innings were useful. It was a very difficult business to select the team from so many candidates and I wish to note my appreciation of the sporting way in which some old members of the team who were out of form willingly made room for others. The future of the Club's Cricket should be bright.

"A" TEAM.

Matches played 14. Won 6. Lost 4. Drawn 1. Winners Hongkong Cricket League, Second Division. The team has had a successful Season and has been ably led by the Captain, Mr. Nihill, congratulations on his first year's Captaincy. The side has excelled in team work, resulting in great improvement in fielding. Batting strength above average (able to bat to last man). Congratulations to Alexander on winning the batting average which included a not-out century. Strange also contributed a well played century and Edmunds showed all round excellence, second in batting and bowling. Sara has taken the bowling honours again, including the hat trick. The bowling could be strengthened by a good fast bowler. The pitch played well, praise is due to the care and attention of our Greenranger. A word is due to the Cricket Representative for the excellent compilation of season records and work throughout the season. We are sorry to lose Cullip, a very reliable member. Practice was very keen and well supported at the commencement of season; a considerable falling off was noticed towards the end. It is hoped that greater efforts will be made to maintain practice throughout the whole of next season.

(Continued on next Column).

MR. L. K. KENTWELL.**JUDGE'S COMMENT IN SHANGHAI SUMMONS.**

Mr. L. K. Kentwell, the barrister, was not present on September 24th to answer a judgment summons before Mr. G. W. King, Acting Judge, in the British Supreme Court, Shanghai, in connection with the case in which, on the instructions of a Chinese client, he refused, "pending Chinese representation on the Municipal Council," to pay taxes on certain property registered in his name.

Mr. E. T. Maitland, the Council's legal adviser, said:—

"Yesterday afternoon at three o'clock, when the banks had closed, I received two cheques. One of the cheques was for Tls. 125.82 which was the correct amount for the land tax due. The second cheque was for \$30 which was the incorrect amount, being short \$8.75. I had no opportunity of cashing the cheques and I have sent Mr. Kentwell a letter asking him to send me the balance owing this morning before 9.30. He has not done so. Had I received the cheques in time to have them cashed, I would have applied to have the judgment summons withdrawn. It seems to me to have been deliberately done to delay payment; to have been sent at the last moment to create bother. It is remarkable that he should choose the very last day to send me the cheques and after three o'clock at that. His policy appears to be one of obstruction and that is evidently why he is not here to-day. I ask for an adjournment until 10 o'clock to-morrow morning."

His Honour—I think Mr. Kentwell has not acted in this case in a way quite befitting a member of this Bar or the Bar of England. I agree with your remarks. I mentioned to Mr. Kentwell at the last hearing the possibility of a commitment. A cheque is not money and technically Mr. Kentwell is still in default.

Mr. Maitland—I think I am justified in asking for a commitment but I don't wish to do so. If you would grant an adjournment it would give Mr. Kentwell a chance to rectify his mistake.

His Honour—I think it is unfortunate for Mr. Kentwell to be brought up in this manner. He has had all the publicity he wants and has introduced personalities into the case. He has not realized all through this case that he is a member of the Bar and that a certain standard of conduct is therefore expected and invariably received. The summons is adjourned.

TELEGRAMS TO CHINA.

An express, issued by the Eastasian Australasia and China Telegraph Co., Ltd., last evening, stated that telegrams to Amoy, Foochow and Shanghai as well as to all places in North China (Chihli, Shantung, Manchuria, Mongolia, etc.) are accepted and transmitted as usual.

Telegrams to Hankow will be accepted either with abbreviated telegraphic address or with full address and will be forwarded by wire to Peking and thence posted direct to addressees.

Telegrams to other places in Central China than Hankow and to inland places via Shanghai, Amoy and Foochow will also be accepted and will, if fully addressed, be posted direct to addressees from Peking, Shanghai, Amoy or Foochow respectively, but if bearing abbreviated address may be retained until normal conditions are re-established.

All telegrams to places affected by the dislocation of the Chinese Telegraph Administrations service are, however, accepted at the sender's risk only.

TENNIS.

None of the tennis competitions have been completed, the heavy storm of June 14th, first flooding the ground and then the strike intervening when only a few matches would have completed the programme. Two teams were entered in the "B" and "C" Sections of the Tennis League but after the long delay caused by the strike the matches for this season were abandoned.

LAWN BOWLS.

The Selection Committee desire to thank all Lawn Bowls players for their co-operation in carrying out our fixtures during the season.

The new green has proved a great success, and we desire to express our keen appreciation of our Greenranger who was responsible for the laying out of same.

It is to be regretted that the Civil Service cannot show as good a record as it was hoped to do. We were handicapped early in the season in having no green for practice, and we were also compelled to play our first four matches on foreign soil. These two factors have, no doubt, had some bearing on our position in the league table. Of 10 league matches played, we have won 4 and lost 6. It is very gratifying to report on the fine progress made by the newcomers to the game.

Owing to the strike the Tournament games are still undecided, and it is to be regretted that the winners of the different events cannot be included in this report.

The thanks of the club are due to that happy little band of bowlers who refused to be done out of their game during the strike. Their efforts maintained the green in good condition.

The thanks of the club are also due to Mr. R. Duncan for presenting a trophy in the non-League Players Competition.

COMPANY MEETING.**HONGKONG TUG AND LIGHTER CO., LTD.**

An Extraordinary General meeting of the Hongkong Tug and Lighter Co., Ltd., took place yesterday morning at the office of Messrs. Shewan, Tomes & Co. Mr. R. G. Shewan presided, and others present were: Messrs. W. T. Carroll, C. R. Brooke, M. M. Tuckey (Consulting Committee), E. F. Mattingly (Solicitor to the Co.), Noel Bruen (Secretary) and the following shareholders: Messrs. A. I. Shields, D. W. Munton, J. Toppin, A. A. Botelho, S. C. Cook, W. T. Hawker and Captain A. W. Best.

The Secretary read the notice convening the meeting, and also the following resolutions:—

1.—That it is desirable to amalgamate this Company with China Provident Loan and Mortgage Company, Limited, and accordingly that this Company be wound up voluntarily and that Sydney Hampden Ross of Messrs. Percy Smith, Seth and Fleming, 6, Des Voeux Road, Central, Victoria, aforesaid Chartered Accountant, be appointed Liquidator for the purposes of such winding up at a remuneration to be determined subsequently.

2.—That the draft Agreement submitted to this meeting and expressed to be made between this Company and the Liquidator of the one part and China Provident Loan and Mortgage Company, Limited, of the other part be hereby approved and that the said Liquidator be hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 to enter into an Agreement with China Provident Loan and Mortgage Company, Limited in the terms of the said draft and to carry the same into effect with such (if any) modifications as he thinks expedient.

THE CHAIRMAN'S ADDRESS.

The Chairman said:—Gentlemen,—As you will have learned from the Resolutions just read, it is proposed to amalgamate the Tug and Lighter Company with the China Provident Loan and Mortgage Company, Limited, for which purpose it is necessary to wind up our Company and appoint a Liquidator, to fill which post it is proposed to appoint Mr. Sydney Hampden Ross. I now lay on the table for your inspection a proposed Agreement for the transfer of the assets, liabilities and business of the Tug and Lighter Company to the China Provident Loan and Mortgage Company, Limited. The terms of this Agreement are to the effect that in return for the transfer to it of the whole of the assets and liabilities of the Tug and Lighter Company, including its profits to date, the China Provident Loan and Mortgage Company, Limited, shall allot to the shareholders of the Tug and Lighter Company up to 30,000 shares of the China Provident Company of the nominal value of \$600,000, in the proportion of three shares of the Provident Company to five shares of the Tug and Lighter Company, to rank for Dividend from 1st January, 1925. This, I think, is a very fair arrangement for both parties, but I must tell you at the same time that I am also interested in the proposal as Chairman of the Provident Company, and shall not therefore vote on the Resolutions. You may ask why, if the Company is now working at a profit, we should sell out to the Provident Company; but we have only made money since the outbreak of the boycott when cargo boats were very scarce, and should only have to face a struggle with the Provident Company later on when business resumes its normal course. In every way it seems to us that the arrangement is for the mutual benefit of both Companies, and as such we put it before you.

As the Agreement itself is rather lengthy I will just touch briefly on the various clauses it contains, all of which are solely for the purpose of carrying out the Amalgamation. The first clause states that the Agreement is conditional on its adoption by the Purchaser before the 31st October, 1925. The second clause refers to the transfer of the assets; the third, fourth and fifth clauses to the consideration for the transfer, the sixth states that the shares allotted shall rank for Dividend and Bonus from the 1st January, 1925, but fractional certificates shall confer no such right; the seventh provides that the transfer shall take effect as from the 1st October, 1925; the eighth for the payment of all amounts due to dissentient Shareholders of the Vendor; by the ninth the Vendor and its Liquidator agree to do all things necessary to vest the property in the Purchaser; the tenth clause gives the Vendor a lien on all the property until all the monies, if any, are paid by the Purchaser; and the eleventh clause provides that if this Agreement is not adopted by both parties before 31st October, 1925, either party may rescind the same. The remaining clauses are of no special importance, but as I said before the Agreement is lying on the table and can be inspected by any Shareholder who cares to do so.

The Chairman then proposed the resolutions.

Mr. Hawker seconded the first, and the second resolution was seconded by Mr. C. C. Cook. Both resolutions were carried unanimously.

SWATOW NEWS.

LITTLE CHANGE IN THE POSITION.

(FROM OUR OWN CORRESPONDENT.)

SWATOW, September 29th.
No change to report since my last mail. The *Haiching*, *Glenfalloch* and *Haining* all came in and departed without any trouble. I hear that the Police arrested some of the Seamen's Union people who tried to obstruct intending passengers for the *Haining*.

Yesterday (Monday), the various guilds and unions, including the students, had arranged for another procession, presumably for the purpose of keeping alive the interest in the strike and boycott. General Liu Chi Luk, however, put his foot down and forbade any such demonstration. There is a better feeling about in the port generally and I am inclined to think that the authorities, given time to consolidate their position, will prove helpful in bringing about a return to normal relations between the Chinese and British.

Here and there one finds a few Chinese seeking domestic employment, but there is still no general movement on the part of household servants and office staffs to return to work.

We heard yesterday that the Anti-Red forces had progressed as far as Hoifung and possibly by now they are in possession of Sunbue.

[Note: Reports were current in Hongkong yesterday that Sunbue had been captured by the anti-Reds.]

SHIPPING.

The *Kaijo Maru* returned from Swatow yesterday but without cargo. The *Shrawang* from Swatow brought 175 tons of general cargo but none of this was for Hongkong. The *Linan* left for Swatow yesterday. The *Haiching*, leaves for Swatow, Amoy and Foochow next Tuesday, and the *Haining* will leave to-day at 3 p.m. The Douglas boats are only taking passengers for Swatow and Amoy.

THE MILITARY SITUATION.

GENERAL GALLANT TO DIRECT OPERATIONS AGAINST CHAN.

(FROM A CHINESE CORRESPONDENT.)

General Chan Kwing Ming's troops are now reported marching on Waichow City and General Chiang Kai Shek, the Cadet Leader, is said to be mobilising an expedition against him.

It is reported that Chiang's scheme is to place the 2nd and 3rd Regiments of the Whampoa Cadets under the direction of General Gallant to attack Waichow City. If this attack proves successful, an advance will be made on Hu Yuen and Tze Kam. The 1st Cadet Regiment under General Chen Ming Shu will form the Right Wing and the regiment under General Ho Ying Yum, the Left Wing, whilst General Gallant will personally lead in the attack on Chiuchow and Swatow by way of Sandorchuk, Hoifung and Lukfoong districts.

Yesterday extensive troop movements were seen along the Chinese Section of the Canton-Kowloon Railway near Pingwoo and in the neighbourhood of Loonkong and Tamshui districts. More than 1,200 troops of the 1st Cadet Regiment have arrived at Pingwoo Station. Four Russian Officers were seen directing the transportation of 12 machine guns, 4 field guns and 13 cases of ammunition, and making their way hurriedly up country.

PICKETS MISSING.

CHINSHAN STRIKERS NOT ON DUTY.

The strike pickets are not now on duty at Chinshan, a point in Chinese territory just outside Macao and on the main road from the Portuguese Colony into the interior. They are alleged to have been "seen off" by a number of Whampoa Cadets.

People in this district who wish to get away are now taking advantage of this opportunity.

Batches of people are reaching Macao from small up-country ports in the Sze Yip, where they charter junks for the purpose.

The fare is said to be \$5 per head, it being considered necessary to impose this high price in view of the fact that the junks have to pay heavily for "safe conduct" through a pirate-infested area which is not on the usual route. Pickets are stationed along the ordinary routes, and the pirates have therefore to be risked.

The small steamers from Kwong Hoi to Macao are said to be still sailing.

STRIKERS' DEMANDS UNAUTHORISED.

THE WORK OF ONE MEMBER OF A SUB-COMMITTEE.

TRAVEL FACILITIES.

(FROM OUR CRITIC CORRESPONDENT.)

Influential Southern Chinese from the North are labouring to bring about a settlement of the boycott before the Tariff Conference at Peking opens, and latest reports to hand indicate that the authorities in the Southern Capital are not turning a deaf ear to the suggestions from Shanghai and Peking. The demands of the strike committee, as published, are not authorized. They were simply a draft drawn up by a member of the sub-committee appointed to formulate an understanding under which employees might return to their former employers.

People living in parts of Kwangtung other than the city of Canton have been able during the past few days to come to Hongkong without much difficulty, except they have to travel in a somewhat round-about way, which involves a little more time and expense. Traffic between Shekai, Kwonghoi, and other inland ports with Macao has been restored, and there is no restriction upon leaving Macao for Hongkong.

Restrictions upon Chinese from Hongkong landing at Canton, even from British ships have now been largely removed and those able to show good reasons for leaving Canton do not find it difficult to get the necessary permits to pass the strike pickets. There are a number of Japanese owned motor-boats in the harbour willing to carry Chinese passengers to and from the s.s. *Honam*.

STRIKE OF TELEGRAPH MEN.

The censorship of telegrams instituted by the Red authorities in Canton a fortnight ago has been abolished. For the time being, however, there is not much to censor, as the employees of the Chinese Telegraph Administration at Canton, following those in 417 other stations in China, have just gone out on strike demanding higher wages.

GENERAL CHAN KWING MING.

It is rumoured that the Canton Government at Peking will soon issue a mandate conferring important positions on General Chan Kwing Ming so as to increase his prestige. It is also stated that General Chan will raise a loan of \$10,000,000 with security arranged by the Central Government.

HONGKONG DELEGATES IN CANTON.

ENTERTAINED BY CHAMBER OF COMMERCE.

(BY A CHINESE CORRESPONDENT.)

The Hongkong Delegates, upon their arrival at Canton, were entertained to dinner at the Hotel Asia by the Canton Chinese Chamber of Commerce. Welcome speeches were made and the greatest enthusiasm characterised the proceedings.

As already stated, the strike conditions, as published, are not authentic. It is reported, in some quarters, however, that General Chiang Kai Shek wishes to have the negotiations prolonged in order that he may drive out General Chan Kwing-Ming's troops from the Swatow district. The theory apparently is that while the negotiations are in progress merchants will withhold financial aid from Chan and that without money, he will be unable to withstand the Reds.

THE S.S. "HONAM."

The s.s. *Honam* left for Canton as usual yesterday morning. About 100 passengers were embarked, these including about fifty Europeans, missionaries and Japanese, the remainder being Chinese.

As before, only mail was carried.

It is understood that the Hongkong, Canton and Macao Steamboat Company are placing the s.s. *Futshan* on the Hongkong-Canton run next week. This will then ensure a daily service between the two ports in conjunction with the *Honam*. It is hoped to make the first trip in this connection next Wednesday.

THE RUN ON THE BANK OF CANTON.

TWO "RED" NEWSPAPERS SUSPENDED.

It is interesting to note that the Canton Government have taken action against the two newspapers which started the rumours that led to the run on the Bank of Canton, although these papers are decidedly "Red" in policy and may be regarded as supporters of the present régime.

The newspapers announced that the Bank of Canton and the Chartered Bank were in difficulties. The report, of course, did not affect the Chartered Bank, but as announced in the *Daily Press* at the time about 1,500 people travelled from Sunning to Hongkong, within two days, for the express purpose of withdrawing their deposits from the Bank of Canton. In view of what they had been led to expect they were very agreeably surprised to find that the Bank was carrying on business as usual and that there was no sign of financial trouble in the Colony. Some withdrew their deposits, but the great majority returned home contented that their cash was perfectly safe in the Bank's keeping. There was also a similar run on the Bank's branch in Canton.

The natives of Sunning resident in Hongkong have sent reassuring messages to their friends and relatives so that confidence is now fully restored. The Bank, however, protested to the Canton Government against the dissemination of the false reports and the Government has ordered that the two newspapers which published them shall be suspended for seven days. The papers will also have to publish a retraction and an apology in their first issues after the period of suspension is over.

If the Canton Government would take action on these lines against every paper in Canton that published false reports about Hongkong and the business houses here, it would not be long before the City would be without a newspaper of any description. The *Canton Gazette* would be the first to go. It is particularly fond of referring to the Colony as "a desert island." Now, however, it has been shown how these reports react upon the communities of Chinese in the interior perhaps a little more care will be exercised and a little more attention paid to the truth.

ANOTHER SHATAUKOK RAID.

CHINESE COVERING FORCE FIRE ON POLICE.

Shataukok was once more raided on Sunday, the attackers being a large party of strikers. The scene of this last outrage was a grocer's shop, which had been previously looted by a party of four strikers on September 23rd. The majority of the marauders last Sunday were armed, and they completely denuded the premises, stealing all the goods they could lay their hands on, besides rounding up and taking away a large number of pigs.

On the return journey to Chinese territory the raiders were intercepted by a small party of British police, comprising one European and seven Indians. This occurred on the frontier path near Shataukok. One shot was fired at the strikers, and they turned to flee.

The police were about to take advantage of this fact, when suddenly about fifty shots were fired at the party by Chinese troops concealed in some bushes in British territory. The police had to fall back, and raiders made good their escape. No one was hurt.

MOTORING CHARGES.

THE GOVERNMENT ANALYST SUMMONED.

Mr. E. B. Dovey, Government analyst, appeared before Mr. S. B. B. McElderry at the Central Magistracy yesterday morning, to answer a summons for, as alleged, driving his car up The Albany, a prohibited road, and driving it in negligent manner. There was a further summons against defendant for causing obstruction in Queen's Road Central.

The complainant in the case was Mr. O. Choo, proprietor of the Equitable Banking Corporation, who at the time of the alleged offences was driving his car along Robinson Road in a westerly direction.

His Worship intimated that he would hear the evidence to-day, and adjourned the case until this afternoon.

LIGHT COMPANY'S CLAIM. KOWLOON RESIDENT SUED.

In the Summary Court yesterday, before Mr. Justice Wood, a claim for \$15.15 was made by the China Light and Power Company against Mr. J. M. Xavier, in respect of electric current supplied to defendant at his request.

The Company was represented by Mr. H. J. Armstrong, and Mr. D. McCallum appeared for the defendant.

Mr. McCallum said that defendant was only an occupier of a room in the house, the tenant of which was Mr. Britto. He accepted responsibility for the September account only, which was \$3.05.

Mr. Armstrong produced a letter written on September 25th by defendant in which he asked them to take the meter away and asking about the outstanding account. He submitted that the letter implied responsibility for the whole amount outstanding.

His Lordship said that that was not his opinion, and gave judgment for plaintiff for \$3.05 and the costs on the writ. Solicitor's costs were not allowed.

THE "FOO CHEONG."

SEIZED BOAT HELD BY STRIKERS.

Through the negligence of the s.s. *Foo Cheong* was abandoned at Pakhoi in the early part of the strike. Later a report was circulated that the vessel had been seized by the strikers. A Portuguese naval vessel from Macao was stated to have failed to bring back the *Foo Cheong*, which was last heard of in Kowloon.

Saturday's *Canton Gazette* says:—Owing to the transportation of "undesirable" goods the s.s. *Foo Cheong* was detained recently by the pickets at Canton and for various reasons, the case has not been settled.

The same report says that the Ning Hoi Co. wishes to charter the steamer from the strikers, for the Canton-Wuchow run, promising \$1,200 a month as charter hire, and stipulating the services of 50 pickets on board "for protection."

The *Foo Cheong* was well-known on the Canton-Macao run prior to being superseded by the s.s. *Hang Cheung*. It is under Portuguese registry and when the strike started, was put on the Kowloon-Macao run till it was forced to tie up through the crew going ashore on being intimidated at Pakhoi.

THE "WAH SHAN."

Negotiations are continuing for the release of the Chinese s.s. *Wah Shan* which was seized while conveying livestock from Kwong Chow Wan to Hongkong.

According to one report the owners may be willing to pay a few thousand dollars as a "fine" and it is likely that an amount may be named by the strikers holding the ship.

LADIES SUMMONED.

FOR BRINGING DOGS ACROSS THE HARBOUR.

Three cases of residents bringing dogs across the harbour without permission came before Mr. S. B. B. McElderry at the Central Magistracy yesterday morning.

Miss Pereira, of No. 40, Humphreys Buildings, Kowloon, was the first to be summoned, and Mr. J. M. Benedico, who appeared on her behalf, said that Miss Pereira tendered a plea of guilty. She was not aware that she was committing any offence as she was in the habit of taking her dogs with her to the office.

Gunner A. P. Torode, of the R.G.A., was charged with bringing a dog across the harbour on the 23rd inst., and also pleaded guilty. He did not know he was infringing the law.

Mrs. W. Pope, of No. 3, Queen's Road Central, the third offender, said she was given a small puppy at Fanling, and did not see any notification at the Railway Station to the effect that dogs must not be brought across the harbour without permission.

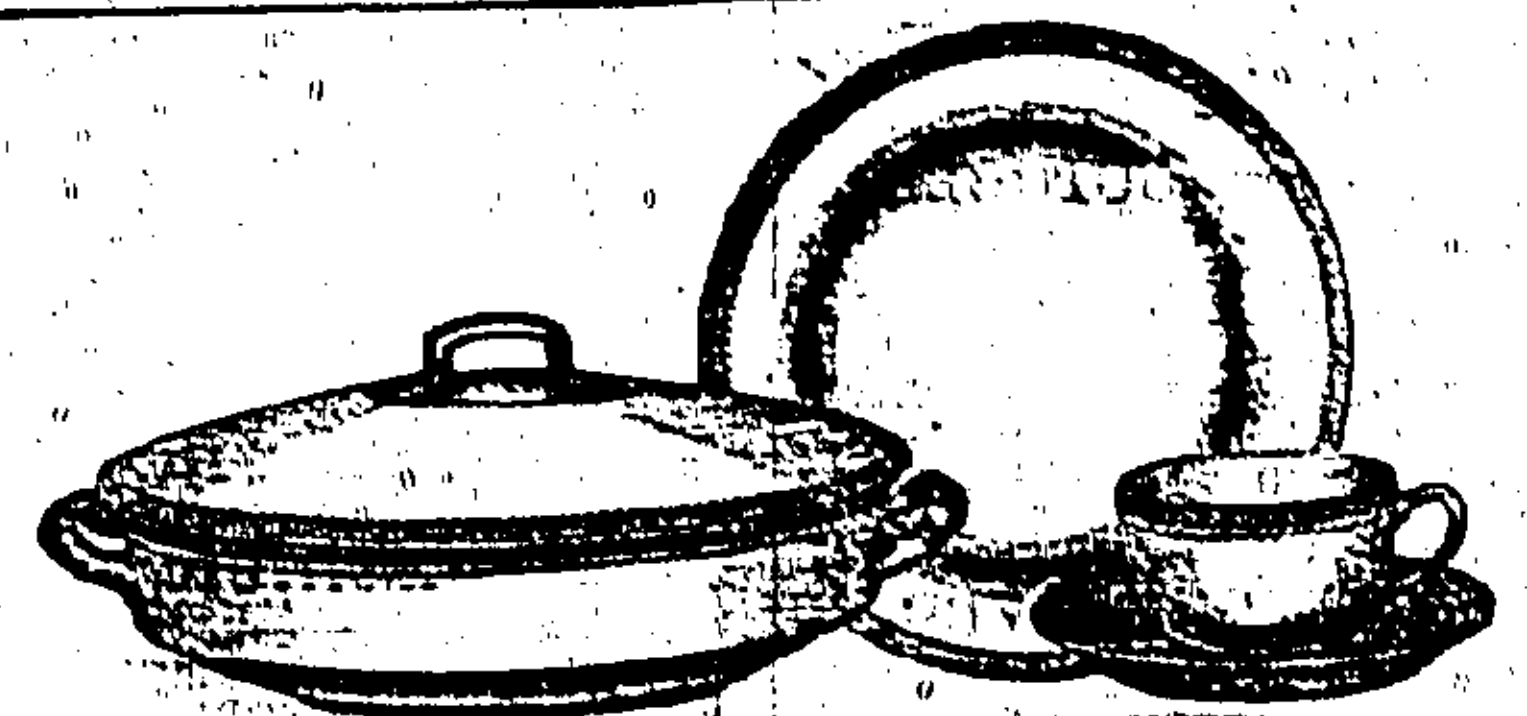
In all the cases \$5 fines were imposed.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa disposed of a valuable leasehold property situated at Nos. 19 and 21 Cheong Lok Street, Yau-mat.

The Crown rent is \$10.50 per annum. The property was started at \$12,000 and was advanced by three bids of \$200, being knocked down to Mr. Li Sha Fong for \$12,000.

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(Black Grecian Key Border with Gold Lines on Edges and Gold Handles.)

WE HAVE JUST RECEIVED A FRESH CONSIGNMENT OF THIS LATEST DESIGN WHICH IS ALWAYS IN STOCK. THE PRICES OF EACH ARE AS FOLLOWS AND ANY ODD PIECES CAN BE SUPPLIED—

PLATES, SOUP	\$10.50 doz.	BREAKFAST CUPS & SAUCERS	\$12.00 doz.
PLATES, FLAT		TEA CUPS & SAUCERS	\$12.00 doz.
(5 Sizes) from \$5.00 to 9.50 doz.		COFFEE CUPS & SAUCERS	\$9.90 doz.
DISHES, OVAL		SUGAR BOWLS	60 cts. each
(5 Sizes) from \$1 to 3.50 each		JUGS (4 Sizes) from \$1.75 to \$2.50 each	
VEGETABLE DISHES \$8.00 & \$3.00 each		BUTTER DISHES	\$2.50 each
SAUCE TURKENS	\$7.00 each	COFFEE POTS	\$3.00 each
SAUCE BOATS	\$2.25 each	EGG CUPS	\$4.25 doz.
FRUIT COMPORTS	\$4.50 & \$3.00 each	SLOP BOWLS	75 cts. each
FRUIT PLATES	\$4.20 doz.	BREAD & BUTTER PLATES	\$1.75 each
TEA POTS	\$2.50 to \$4.00 each		

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WE HAVE RECEIVED A WONDERFUL SELECTION OF DESIGNS OF THE ABOVE—READY TO WEAR OR MADE TO MEASURE.

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LAWN BOWLS.

INTERPORT SELECTION GAME.

SUNDAY, 4TH OCTOBER,
AT 3.30 P.M.

TAIKOO CLUB EXTEND A CORDIAL
INVITATION TO THE LADIES.

TEA WILL BE SERVED.

LAUNCH WILL LEAVE TAIKOO DOCK
FOR KOWLOON AT 7 P.M.

NOTICE.

NOTICE IS HEREBY GIVEN that Mr.
PANG KOK SUI has THIS DAY
been Admitted a Partner in our Firm which
will be carried on as heretofore under the
Style or Firm Name of GEO. GRIMBLE
& Co.

GEORGE GRIMBLE.
ERIC GRIMBLE.
PANG KOK SUI.

Hongkong 1st October, 1925. [700]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
RHEANOR
are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon, where it
will be at Consignees' risk and subject to
Terms and Conditions of Storage at Holt's
Wharf. The Cargo will be ready for Delivery
from Godown on and after 30th September.
Optional Cargo will be landed, unless Notice
has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 a.m. and Noon within the
Free Storage period.

No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 6th Oct.
will be subject to Rent.

All Claims against the Steamer must be
presented to the Underigned on or before the
30th Oct., or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.

Hongkong, 30th September, 1925. [2634]

S.S. "D'ARTAGNAN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE
LES, etc., in connection with above
Steamer are hereby informed that their Goods
with the exception of Opium, Treasures and
Valuables are being landed and stored at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence Delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
Intimation is received from the Consignees
before 12 Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by
the Underigned. Goods remaining unclaimed
after Monday, the 5th Oct., 1925 at Noon,
will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before
Thursday, the 8th Oct., 1925 or they will
not be recognized.

All damaged Packages will be examined on
Monday, the 5th Oct., 1925 at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSSE,
Agent.

Hongkong, 29th September, 1925. [3697]

S.S. "YANGTSE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKIRK
ANTWERP, MIDDLESBROUGH,
LONDON, etc., also Window Glass and Steel
Bars loaded at Saigon ex s.s. "LIBERT ST.
LOUBERT BIE."

In connection with above Steamer are hereby
informed that their Goods with the exception of
Opium, Treasures and Valuables are being landed
and stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown Co.,
Ltd., Kowloon, whence Delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
Intimation is received from the Consignees
before 4.00 p.m. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underigned. Goods remaining unclaimed after
Monday, the 5th Oct., 1925 at Noon, will be
subject to Rent and Landing Charges.

All Claims must be sent in to me on or before
Thursday, the 8th Oct., or they will not be
recognized.

All damaged Packages will be examined on
Monday, the 5th October, 1925 at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSSE,
Agent.

Hongkong, 29th September, 1925. [3696]

HONGKONG SMALL INVESTORS'
SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING LOTS,
ESTATES Negotiated for RENT
AUCTION or PRIVATE SALE. Manage-
ment arranged for Clients proceeding abroad.
TELEPHONE, C. 4630. SMALL INVESTORS,
10, DES VORCES ROAD. [2334]

INTIMATIONS

NOTICE.

THE ADVERTISER would like to Meet
any Person in Hongkong, who knew the
Late Mr. BERTON or the Late Mr. OWENS
Resident in Hongkong about the year 1900.

Apply to—
Box 2692,
c/o Hongkong Daily Press. [2692]

HONGKONG TECHNICAL INSTITUTE.

THE INSTITUTE will RE-OPEN on
MONDAY, OCTOBER 20th. Students
joining Classes held at QUEEN'S COLLEGE will
be Enrolled at the EDUCATION DEPARTMENT
Only. Those joining Classes held at the
Central British School, Kowloon, may be
Enrolled at the School.
Entry Forms may be obtained at the
EDUCATION DEPARTMENT or the CENTRAL
BRITISH SCHOOL. [2693]

TO LET.

ON or About MARCH 1926, WHOLE
FLAT or SPACIOUS SUITE of
OFFICES in the "PARQUE BUILDING" ex
"VICTORIA BUILDING" No. 5, QUEEN'S ROAD
CENTRAL (between CHARTERED BANK and
MERCANTILE BANK).

Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [2607]

TO LET.

COMMODOUS PREMISES on GROUND
FLOOR, 184, DES VORCES ROAD CENTRAL.
Would make Admirable Showroom. For full
particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILD-
INGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.

2693

TO LET.

OFFICES in UNION BUILDING—
THREE ROOMS on FIFTH FLOOR.
Apply—
UNION INSURANCE SOCIETY OF
CANTON, LTD. [2173]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"TANTALUS"
are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon, where it
will be at Consignees' risk and subject to
Terms and Conditions of Storage at Holt's
Wharf. The Cargo will be ready for Delivery
from Godown on and after 29th September.
Optional Cargo will be landed, unless Notice
has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 a.m. and Noon within the
Free Storage period.

No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 5th Oct.
will be subject to Rent.

All Claims against the Steamer must be
presented to the Underigned on or before the
18th October, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.

Hongkong, 29th September, 1925. [2693]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship
"CAELIC PRINCE"
having arrived from the above Port on
27th inst. Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on Monday, 5th Oct., 1925,
at 10 a.m. To-day, requesting it to be
landed here.

All claims must be presented within fifteen
days of the steamer's arrival here, after
which date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 5th
October, will be subject to Rent.

Consignees of Cargo are hereby notified
that they must produce an Import Permit
signed by the Superintendent of Imports &
Exports, Hongkong, before Bills of Lading
can be countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNESS (FAR EAST) LTD.,
2nd Floor, King's Building,
Cannagh Road, Hongkong
Telephone No. 3165

Hongkong, 29th September, 1925. [2687]

PREPAID "WANTED" ADVERTISEMENTS

WANTED—JAPANESE LESSONS for Two
Beginners. Three Evenings A Week.
Lady preferred. Please apply by stating Terms
to—B. L. K. c/o Hokokoku Dai's Press.

INTIMATION

TRY

TWO TEASPOONFULS

OF

WATSON'S
EFFERVESCENT
LIVER SALTS

To a Tumbler of Water

FOR

Biliousness, Sick-headache

and Derangements of

the Stomach.

\$1.25 per bottle.

A. S. WATSON
& CO., LTD.,

HONGKONG DISPENSARY.

[50]

DEATH.

OZORIO.—At No. 493, Nathan Road, Kow-
loon, on September 30th, CLARIZA
ANNA GOMES, dearly beloved wife of
Jose A. OZORIO of Swatow, in her
32nd year. (Shanghai and Macao
papers please copy.) [2699]

MARRIAGE.

STEEN-THOMAS.—At Shanghai, on Sep-
tember 21st, OSCAR GEORGE STEEN,
to DOBOTHY LOUISE THOMAS, of Ukiah,
California.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, October 1st, 1925.

THE TRADE LOAN.

THE news that the Colonial Office had
adopted a sympathetic attitude towards
the arrangement of a loan of £3,000,000
sterling by the Home Government to
Hongkong, to facilitate credit, was
received with much jubilation in the
Colony. Reflection, however, brings to
light a host of difficulties in the position,
and too much care cannot be devoted to
a consideration of these before action
is taken. It does not need the per-
spicacity of an acute financier to realize
that such a sum cannot be transferred
from London to the Far East without
seriously affecting Exchange. It is
quite clear, of course, that whatever form
the loan may take, it must be issued in
Hongkong dollars. To this we shall
return later. But violent fluctuation of
Exchange, whatever joy it may bring to
the Exchange gambler, is indubitably
in a manner detrimental to the interests
of the general public.

Furthermore, a loan issued in sterling
in London to the Hongkong Government,
which will issue it in dollars, seems to
have the most dangerous potentialities.
It will be necessary to issue it at a fixed
Exchange in the first place. That it is to
say, the local Government will take up
their three millions at, for the sake of
argument, a two-and sixpenny dollar.
Well and good. We issue a loan of
twenty-four million dollars. But suppose
at the end of the loan period—five, ten,
or whatever number of years it be—
Exchange stands at two shillings. The
Government has to repay thirty million
dollars, six more than it has received!
It is, of course, true that the Exchange
might stand at three shillings and the
Colony would make a substantial gain,
but the gain or loss on the Exchange
would be simply a gamble. And a
gamble is the last form of finance that
should be countenanced at present.

The second great difficulty which appears
to us is the actual medium in which the
loan shall be issued. This is not at first
apparent, for, "three million is three
million anyway," says the man in the
street. But it is a very real difficulty.
It is of no use to say that the banks
can issue notes, on Government security.
No bank, no reputable bank, would
dream of issuing notes except against
actual bullion in its possession. No
Government guarantee would be any
good. The parallel case was, of course,
during the Great War. Treasury Notes
were issued, not bank notes. And it is
the most lasting testimonial to British
credit that these notes never fell below
face-value. We submit that the only
possible form of issue for this loan would
be Hongkong Treasury Notes, whose
value would be secured upon the three
million pounds lent by the Home Govern-
ment. Two questions then arise. In the
first place would the notes retain their
value? This question, we think, need
not cause us much concern. Those who
have lived in Canton or the province of
Kwangtung will have vivid recollection
of various note issues, which, after a
few months, depreciated as much as
seventy or eighty per cent. The Chinese
memory is long. But it will, we think,
remember rather the consistent pre-
mium at which Hongkong notes have
always stood among these mushroom
currencies. There is no doubt British
credit will be more than sufficient
to maintain the Treasury Notes at
their face value. But even so, the
difficulty of supply arises. It is impos-
sible to print a note—Treasury or bank-
on a piece of foolscap. We believe that
if the order for Treasury Notes were
cabled home to-day, the notes could not
be delivered in the Colony until the New
Year; we question indeed if they could
be delivered before March, 1926, that
is, within six months.

The third great difficulty seems to us
to lie in the apportioning of the loan.
So many interests are affected and
naturally each interest views the matter
from its own particular angle. It has
been announced that the loan will be
issued against approved security in un-
mortgaged property and sound local
shares, at a fair valuation. There may,
however, be a possible hardship in this.
Firms which have contributed to the
troubles of others, by ruthless repudia-
tions of contracts should have no share
in the loan unless, we would add, they
are in a position to undo the mischief
they have caused. But there is a class
that has suffered most heavily during the
trouble, to which we think special con-
sideration should be given. We refer to
the small men who have built up, or are
building up, their own businesses. Their
losses may be comparatively insignificant
reckoning by figures. But when a man
loses his all, his loss cannot be greater.
And to them we should like to see help
extended. They have no property or
shares. They have their businesses only

and to-day in many cases they only have
these at the will of their Bank.

All these various difficulties pertaining
to the flotation of a loan such as the
one we are discussing have to be consid-
ered, but we are satisfied that they can,
if necessary, be overcome. The vital point
in connection with the matter to our
mind is the stand taken by the Home
Government. They have said to us, "We
believe in the future of Hongkong, and
we believe to the extent of three millions
sterling." There was, to quote the
words used by Mr. AUSTEN CHAMBERLAIN
on a recent occasion "no hesitation, no
doubt." Money may be sordid. But it
talks.

The public beaches at Stonecutters and
Kennedy Town will not now be closed
until after October 5th.

The 78th birthday celebration of Dr.
Annie Besant, President of the Theoso-
phical Society, took place at the Hong-
kong Lodge of the Theosophical Society
yesterday evening, when a number of peo-
ple were present.

The return of notifiable diseases in
the Colony for the week ended on Sep-
tember 28th shows 1 Russian (imported).
case of enteric fever. The 24 hours
ended on September 28th produced a nil
return.

A Marine Court of Enquiry is to be
held, probably on October 7th, to enquire
into the circumstances attending the
collision between the Blue Funnel s.s.
"Tathysini" and a fishing boat, resulting
in loss of life and property.

Dr. A. G. M. Severn, Assistant Medical
Officer of Health for Hongkong, is to
leave on the s.s. "Hakusan Maru" on Mon-
day, for Japan, where he will take part
in a conference at Tokyo, arranged by
the Health Organisation of the League
of Nations.

A four-year old Japanese boy named
Isamo Matsura, while playing outside
his home, No. 40, Praya East, on Tues-
day, was knocked down by a tram-car
and badly hurt. He sustained injuries
to the head, body and limbs, one of his
legs being broken. He is in a very
serious condition.

Revenue officers of the Imports and
Exports Department seized about 12,000
rounds of ammunition yesterday morning
during a search they carried out on a
junk lying alongside the West Praya Wall
near the Sai Keng Wharf. The ammuni-
tion, which is understood to be for re-
volvers, is of American make.

The Cantonese "Red" troops on the
Sui Yick, which was captured off Cheung
Chau on Saturday evening, will be placed
under a guard to see that they do not
leave the train this afternoon, when they
leave Kowloon on the Kowloon-Canton
Railway for Shum Chun, the border
station, from where they will probably
proceed to Canton.

Opium and morphine valued at \$150,000
were discovered by agents of the U.S.
Customs secret service at the baggage
room of the Customs House at Manila
on September 24th. There were 4,800 tins
of opium and two kilograms of mor-
phine, sealed in a case supposed to con-
tain vermelli and Chinese account
books. The owner or owners could not
be traced.

One of the economies to be effected by
the Hongkong Government this year will
be the cancellation of the proposed an-
nual camp for the Hongkong Volunteer
Defence Corps at Fanling, which it had
been intended should be on a more
elaborate scale than previously. No loss
of efficiency is likely to result, however,
as several Corps field days are to be held
instead towards the end of the year.

FAR EASTERN CABLE NEWS.

(TELEGRAPH REUTER'S AGENCY.)

S.S. "CHICHUEN" FIRED ON.
AMERICAN VESSEL AS TARGET
FOR CHINESE SOLDIERS.

INCIDENT ON YANGTZE.

SHANGHAI, September 30th.

Nearing the Upper Yangtze port of
Luchow, on Sunday, the American
steamer "Chichuen" was fired on by a large
contingent of soldiers, ensconced in the
heights of the Gorges. Firing was kept
up for an hour; the steamer being struck
at least 200 times. A Chinese member of
the crew was slightly wounded.

The American gunboat "Palo" was order-
ed to escort the vessel through the
soldier-ridden area to Chungking.

The microscopists are believed to be de-
coding soldiers of General Yang Sen.

The s.s. "Chichuen," which was flying the
American flag, belongs to the Yangtze
Rapids Steamship Company. Her skip-
per is the only Foreigner aboard.

EGGS FROM CHINA.

BAKERS PETITION AGAINST BORIC
ACID REGULATION.

PLAN AN EXPERIMENT.

LONDON, September 30th.

The Bakers and Allied Traders Asso-
ciation have sent a letter to Sir Kingsley
Wood, asking for an extension of time be-
fore the enforcement of the new regula-
tions with regard to the use of boric
acid in egg yolks imported from China.

The Association say that they propose to
try out two new methods of preservation
by packing in England and sending to
China and re-shipping here in order to
see the effect of the various climatic con-
ditions upon the contents of the barrels.
Sir Kingsley Wood, in reply, regretted
that he was unable to hold out any hope
of a further extension of time.

ROME-TOKYO FLIGHT.

LONDON "TIMES" PAYS TRIBUTE
TO ITALIAN FEAT.

LONDON, September 30th.

The "Times," in paying tribute to Major
the Marquis di Pinedo Campanelli, on
his flight from Rome to Tokyo, says that
the flight will always stand particularly
high in the annals of long-distance fly-
ing.

BISHOP OF KOBE.

REV. JOHN BASIL SIMPSON IS
CONSECRATED AT HOME.

LONDON, September 30th.

The Archbishop of Canterbury, assist-
ed by a number of Home and Far
Eastern Bishops, consecrated the Rev.
John Basil Simpson as Bishop of Kobe
to-day.

THE BLIND HOME.

MONDAY'S SALE OF WORK.

The annual sale of work in aid of the
Blind Home, Kowloon City, which is
being held at the Cathedral Hall on
Monday should serve as a reminder that
substantial funds are required for the
direction of the Home. It is on the sale
of articles that the Home is largely
dependent for its finances.

An illustration of how opportunity is
given for the development of native
gifts, apart from physical work, is shown
in the announcement that blind girl
singers and violinists will appear at the
sale of work.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)ZINOVIEV LETTER RECALLED.
ATTACK ON MR. MACDONALD
ENDS IN FAILURE.

LONDON, September 30th.

The attack on Mr. Ramsay MacDonald by the Left Wing, in connection with the Zinoviev Letter, proved a fiasco, at the Labour Conference this morning.

A composite resolution on the subject, demanding *inter alia* that an apology be sent to the Soviet Government and to Mr. Zinoviev, was overwhelmingly rejected on a show of hands.

ANOTHER COMMUNIST DEFEAT.

The Labour Conference overwhelmingly defeated the Communist motion to refer back a section of the executive's report dealing with unemployment. Mr. Gallagher (Paisley), submitting the motion, asserted that the movement was being handed over to the middle classes.

Mr. MacDonald, replying, said it was a libel to say that the Labour Leaders had blank cheques from Moscow. It was time such slanders were faced. He declared nobody was less entitled to point the finger of scorn at himself or at anyone else from the viewpoint of a vulgar display of wealth or riotous living than the present British Communist leaders. (Cheers.)

ARREST OF COMMUNISTS.

POLICE CONDUCT HUNT IN HUNGARY.

BUDAPEST, September 30th.

Sixty Communists have been arrested as the result of a police hunt throughout Hungary.

Three are still in hiding. A semi-official statement denounces as insolent and untrue the communications, received from Communist organisations abroad, protesting against the alleged ill-treatment and even torture of prisoners and demanding their release.

POLAND AND RUSSIA.

MR. CHICHERIN'S VISIT MARKS
NOTABLE RAPPROCHMENT.

WARSAW, September 30th.

The visit of Mr. Chicherin, who is en route to a health resort in Germany, has marked a notable rapprochement between Poland and Russia. He has been received and entertained by the President of the Republic, the Presidents of two Chambers and by the Prime Minister.

He had two hours' conference with the Polish Foreign Minister.

The German Minister, who was suddenly recalled from leave, tried on several occasions to see Mr. Chicherin, but his calls at the Soviet Legation were fruitless, owing to Mr. Chicherin's other engagements.

NEWSPAPER IS SUSPENDED.

OFFICIAL OBJECTION TO COMMENT
ON ARMY MANOEUVRES.

TURIN, September 30th.

The newspaper *Stampa* has been suspended from publication in consequence of official objections to articles commenting on the army manoeuvres. This led to the confiscation of the issue and the revocation of the publication licence.

EARLIER CABLES.

CAMPAIGN IN MOROCCO.

RESIGNATION OF MARSHAL
LYAUTEY ACCEPTED.

PARIS, September 29th.

The Cabinet has accepted Marshal Lyautey's resignation.

FRENCH BOMBARD THE COAST.

MADRID, September 29th.

A message from Melilla states that warships were again active in Morocco, the battleship *Paris* and several French destroyers co-operating in a bombardment of the territory of the Beni Said rebels in the Eastern zone, in support of friendly native contingents advancing on the objective and occupying the coastal post of Sidi Dris, at the mouth of the River Ameklan.

LATEST CABLES.

ATTACK NOT STARTED.

MILILLA, September 30th.

The French and Spanish warships bombarded enemy positions at Sidi Idria, but the attack has not yet been launched.

NEW OFFENSIVE STARTS.

FEZ, September 30th.

Marshal Pétain and General Naulin have arrived on the eastern sector of the French front, where the offensive opened this morning under favourable conditions.

LATEST CABLES.

LOCARNO CONFERENCE.

FRENCH REPLY TO GERMAN
COMMUNICATION.

PARIS, September 30th.

The French reply to Germany's verbal communication on the questions of war guilt and the evacuation of the Cologne zone, in connection with the Locarno conference, is almost identical to the British Note.

EARLIER CABLES.

THE GERMAN REPLY.

LONDON, September 29th.

The German reply to the Allies' invitation to the Locarno Conference, which was presented on September 28th, was issued to-night, and shows that Germany has accepted unreservedly.

The British Government's acknowledgment, published simultaneously, refers to the remarks made by the German Ambassador when handing over the Note raising the issues of German war guilt and the evacuation of the Cologne zone, but notes the Ambassador's assurance that these questions do not constitute conditions preliminary to meeting at the Conference.

Nevertheless the British Government is surprised at Germany's re-raising these issues, and observes that the negotiations for the Security Pact cannot modify the Treaty of Versailles or alter the judgment of the past as regards Cologne. Great Britain reiterates that the date of the evacuation depends solely on Germany's fulfilment of her disarmament obligations.

The French Government has replied similarly.

EARLIER CABLES.

CONVERSION LOAN.

POPULAR WITH INVESTORS.

LONDON, September 29th.

The Bank of England announce that the applications for the £40,000,000 Conversion Loan mentioned in a cable on September 23rd, amounted to £51,210,000. Tenders of sixpence over the minimum price received about 97 per cent. and above in full.

The previous cable alluded to read:

LONDON, September 23rd.

On the Stock Exchange, Government securities weakened on the announcement that the Treasury had authorised the Bank of England to receive tenders on September 29th, for £40,000,000 3½ per cent. Conversion Loan bonds at the minimum price of 74 per cent.

BOMBAY COTTON STRIKE.

LIKELY TO CONTINUE FOR A
LONG TIME.

BOMBAY, September 29th.

In the absence of any serious attempt at a settlement, the mill-strike appears likely to continue indefinitely. Only three mills are working, and numbers of hands have gone home.

The men's leaders are urging the Government to appoint a Committee to investigate the position of the mill industry.

INDIAN TRAIN HOLD-UP.

SENSATIONAL ARRESTS AS
SEQUEL.

ALLAHABAD, September 29th.

Several prominent members of the Indian National Congress from the United Provinces and many Bengali youths were arrested in connection with the recent holding up of a passenger train near Lucknow by a score of Dacoits, who stole the cash-boxes and shot several passengers.

OBITUARY.

M. LEON BOURGEOIS.

LONDON, September 29th.

The death is announced of M. Léon Bourgeois, the French statesman.

M. Bourgeois, who was 74 at the time of his death, held many great posts in the French Government during his long career. Trained originally as a lawyer, he became Secretary-General of the Department of the Marine in 1877. In 1890 he was made Minister for Public Instruction, and subsequent offices were: Minister for the Interior, 1895-6; President of the Chamber of Deputies, 1899; Minister for Foreign Affairs, 1900 and 1906; and President of the Senate, 1920.

LABOUR CONFERENCE.

HEAVY VOTING ON COMMUNIST
QUESTION.

LONDON, September 30th.

The Labour Conference, by 2,570,000 against 221,000, rejected a motion to refer back to the executives the recommendation to exclude individual Communists.

BOLSHEVIKS BARRED.

LATER.

The Labour Conference adopted the executives' recommendations against the affiliation of Communists after rejecting by 2,600,000 against 400,000, a third Communist attempt to refer the matter back for debate. Lively complaints from the Communists that the standing orders had been invoked to bar discussion evoked an emphatic denial from Mr. Arthur Henderson, who said that the executive considered it undesirable to waste further time on a question which the Labour movement had already decided.

Mr. Harry Pollitt declared that whatever the Conference did, it could not keep the Communists out, adding that the Labour Party should be wide enough to include not merely those who dined at Balmoral like Mr. Ramsay MacDonald, or stayed on a yacht at Cowes with Lord Inchcape, like Mr. J. H. Thomas.

Mr. Bromley, the locomotive workers' leader, said that the decision of the Conference meant the beginning of a heresy hunt in the ranks of the Trade Unions.

Mr. Ramsay MacDonald was ringingly cheered when he told the Communists to come out of the Trade Unions and propagate their opinions honestly outside.

ARMY RESERVE UNPOPULAR.

The vexed question of the recruitment of the Army Supplementary Reserve, which raised such an outcry among the Trade Unions early this year, was again raised at the Labour Conference, when a resolution calling upon all members of the Party to refuse to join was unanimously adopted.

The miners' leader, Mr. Cook, announced that a joint committee of the Trade Union Congress, the Labour Party, and the Parliamentary Committee was drafting a scheme for the nationalisation of mines for submission to the labour movement and subsequent presentation to Parliament. The main principles were settled, but the question of confiscation or compensation had not yet been decided.

EMPIRE PRESS PARLEYS.

LORD BURNHAM ELECTED AS
PRESIDENT.

MELBOURNE, September 29th.

Lord Forster, opening the Imperial Press Conference emphasised the immense importance of the Conference for the Empire and Australia.

Mr. Bruce, in a forty minutes' speech, dwelt on the Empire importance of the subjects to be discussed at the conference and laid emphasis upon the fact that Empire communication was of supreme importance, as it was vital to maintain the communications of the Empire in order to promote a better understanding between its component parts.

The Australian Government desired to see the cost of communications reduced to the lowest possible level.

Lord Burnham, who was elected President with acclamation, said that the Conference, though unofficial, had the approbation and good wishes of all the Governments of the Empire. He likened the Empire Press Union to the League of Nations, and recalled the work of the Union for the advancement of the Press, especially in the direction of obtaining adequate recognition of the Dominion newspapers by the authorities at home, and breaking down obsolete barriers, so that the Departments of State and the Houses of Parliament now received Dominion newspaper representatives on equal terms with the British Press. But the best work had been the cheapening and accelerating of means of communication, especially the recent reduction of the cable rate to Australia to sixpence, which was an earnest of better things in future which the competition between directional wireless and renovated cables was bound to produce. He described broadcasting as a possible real rival to newspapers.

FOOTBALL AT HOME.

ACORINGTON BEAT DURHAM.

LONDON, September 29th.

In the Northern Section of the Third Division Accrington Stanley playing at home defeated Durham City by 3 goals to 1.

LATEST CABLES.

(REUTER'S AMERICAN SERVICE.)

THE ARGENTINE NAVY.

SENATE APPROVE BILL FOR
NEW CRAFT.

BUENOS AIRES, September 30th.

The Senate has approved a Bill authorising the expenditure of 200,000,000 pesos to replace cruisers and purchase submarines and naval aircraft carriers.

IN FATHER'S FOOTSTEPS.

MR. ROBERT LA FOLLETTE
ELECTED SENATOR.

MILWAUKEE, September 30th.

Mr. Robert La Follette has been elected, by a huge majority over four of his opponents, as United States Senator in succession to his father, the late Mr. Robert Marion La Follette.

EARLIER CABLES.

FRENCH DEBT TO U.S.

MIXED FEELINGS EXPRESSED
ABOUT NEGOTIATIONS.

WASHINGTON, September 29th.

Mixed feelings prevail amongst the commissioners in respect to the French debt negotiations. Some are still affecting optimism, others almost admitting that a stalemate will be reached unless one side yields considerably.

It is understood there is still a margin of some five million dollars between the maximum annuity acceptable by M. Caillaux and that demanded by the Americans. Another meeting had been fixed for this evening, but has been postponed until tomorrow, owing to the French not completing their calculations. It is noteworthy that little more than forty-eight hours are left for the actual negotiation, if the French adhere to their original sailing date.

SIS.

ONE BODY RECOVERED.

NEW YORK, September 29th.

Divers removed the body of Engineer John Gibson from the wreck of the *S51* this morning.

The body was found in the battery room which the *City of Rome* rammed. Following this discovery the salvage ships completely suspended their attempts and left the craft, owing to the roughness of the weather. The work was concentrated on efforts by the divers to penetrate and explore the wreck.

AUSTRALIA'S SORROW.

MELBOURNE, September 29th.

Mr. Bruce, the Premier, has cabled to Washington Australia's sorrow at the loss of the *S51*. He declares that the occurrence is felt all the more keenly owing to the many friendships made during the recent visit of the American Fleet to Australia.

CUSTOMS' ATTACHES.

SCANDINAVIAN DISAPPROVAL
OF U.S. IDEA.

COPENHAGEN, September 29th.

The Scandinavian Commercial Congress, representing Denmark, Sweden and Norway, has passed a resolution protesting against outsiders having access to merchants and manufacturers' books concerning methods of production under penalty of the exclusion of goods intended for importation. The resolution is apparently the outcome of a system initiated by the United States, who requested Scandinavian countries to give permission to appoint Customs Attachés to their Legations.

PROPAGANDA IN ARMY.

TOM MANN'S PLAN TO INFLUENCE
FORCES.

Presiding at the conference of the National Minority Movement on August 29th, Mr. Tom Mann asked whether his hearers were prepared to meet the opposing forces "when the next round begins." He added:—

The Forces will be called upon to act as blacklegs and to crush the workers on strike with their bayonets. Always keep in mind—"cold steel." Now, can the Minority Movement allow that the fight of millions of workers against a small bunch of exploiters should be converted into a fight between the workers of the factories and the workers in the barracks? Such a thing should not be allowed to take place.

Let us make sure that there will not be a single soldier, a single sailor, a single airman who will dare to raise a finger against their brothers.

It is your duty to start immediately a big campaign of propaganda among the workers of the Army, the Navy, and the Air Force to make sure that they know the full truth of the matter.

M.P. ADMITS BOLSHEVIK PLOT.

Mr. Saklatvala, the Communist M.P. for Battersea North, declared that he was ready at any moment to be shot down and added:—

We shall see to it that, during the next nine months, no Government, and especially the Labour leaders of the Second International, will succeed in putting the workers into a twilight sleep. In the name of the working class I have no hesitation in denouncing the wretched Empire. I don't want to argue that there is no Bolshevik conspiracy. There is, and we are soldiers of it.

I stand openly as a friend of the workers, and therefore, as a determined and implacable enemy of the Union Jack and British Imperialism. I am out to work for a revolution and to bring nearer the day when the millions of coloured workers shall stand shoulder to shoulder with European workers and demand the control of the world.

In his opening speech at yesterday's conference Mr. Tom Mann said that the achievement of their aims meant unremitting and relentless war on the British Empire for its downfall. It was their duty to assume the maximum of responsibility in organising workers in the Empire abroad.

Mr. Harry Pollitt moved a resolution in favour of organising the working masses of Britain for the overthrow of capitalism and the establishment of the Socialist Commonwealth, of carrying on a wide agitation and propaganda for the principles of the revolutionary class struggle, and of working within the existing organisations of the workers to fight for the adoption of the programme of the National Minority Movement.

"BLOATED TYRANNY."

The movement stood for the repudiation of the idea on which the British Empire was constituted, as they considered it the symbol of Imperialism, bloated tyranny, and the most colossal exploitation of millions of their comrades. (Applause.)

Mr. Tom Quelch moved a resolution, which was adopted, urging all active workers to form factory and workshop committees at places where they worked, and to reorganise, strengthen, and make militant those already in existence.

MONEY IN PLEASURE.

THE MAN WHO MADE DEAUVILLE
ATTRACTIVE.

Every day between eleven and twelve in the morning, you may see, strolling through the magnificent Casino at Deauville, a pale, silent little man who seems to have nothing in common with the world's opulent, frivolous, and picturesque seaside playground.

It is Cornuche, the "King" of Deauville. Fifteen years ago he stood on a sandy waste on the Normandy coast and dreamed of a holiday-making city by the sea, a haunt of holiday-makers and princes, millionaires and elegantes; and he went away and talked to his millionaire backers. So Deauville arose.

"King" Cornuche is an extraordinary man. He is sixty now, and feeling his age. His day is rationed. He takes his walk. He reclines for 20 minutes after meals. His staff—he has a highly organised staff of 3,000—can see him personally between ten and eleven. They speak to a man who looks at them with pale eyes, makes no motion and says nothing. Cornuche's method is to take his what is said, turn it over in his mind, and later on dictate his reply. The "reply slips" are circulated at nine next morning.

Cornuche began life as a kitchen boy, washing dishes. He bought his first restaurant, the old Maxim's in Paris, at the knock-out price of 5,000 francs—money saved centime by centime. He made it pay, for he knows his business, and has an uncanny flair for knowing the foibles, tastes, vagaries and follies of the bon vivants, the demi-monde and the haut monde—the pleasure-lovers who spend money.

In his early days Cornuche came to England and studied the watering places. He saw their weak point at once—lack of amusement. After a walk on the pier, and a session in the concert hall, there was nothing to do. Ever afterward he was nothing to do. Ever afterward he was nothing to do.

(Continued as face of next column.)

MR. A. P. F. CHAMPMAN.

A BATSMAN OF OUTSTANDING
ATTRACTIVENESS.

[BY H. D. G. LEVISON-GOWER.]

Uppingham has given the world many famous cricketers, including A. P. Lucas. But in recent years its best product has been A. P. F. Chapman.

While Chapman was still a schoolboy at Uppingham, E. B. Noel wrote of him: "Chapman's defence may not be altogether convincing to watch, but he does not seem easy to get out, and he has that astonishing gift—a combination of wrist and timing—which enables great power to be put behind every stroke, whether defensive or attacking. He is a fine cover-point." That is true of him to this very day.

Chapman gained his blue in his first year. My first impression of his batting, when he played for Cambridge against my eleven at Eastbourne, was that he had a very dangerous habit of playing a sort of "half-cock" defensive stroke across a straight ball slightly overtopped. But against this was his great offensive power, and it seemed to me that there was a possibility of a great England cricketer.

My opportunity to test him occurred that year during the Scarborough Festival when he came up to play for Gentlemen v. Players. On a wicket not too easy he made 101 in just over two hours, against Howell, Parkin, Waddington, Woolley, and Rhodes. I think this was one of the best innings (and I have seen many) I have ever witnessed on that ground.

Next season came a sequence of failures. But I had faith in the batsman I saw get that remarkable century at Scarborough, and once he began to get runs again he had a remarkable run of success.

First came a splendid century in the "Varsity match." This was followed by a century for the Gentlemen v. Players at Lord's—a dazzling innings. It is no exaggeration to say that his partnership with Carr in this match 150 in 105 minutes—was the best tonic given to English cricket since the war.

For sheer attractiveness Chapman stands alone among our amateur batsmen to-day. Those startling drives of his through the covers defy alike description and imitation. Surely experience will bring the knowledge of when to let well alone; and perhaps to use a golf expression—to keep the eye on the ball and the head down.

His success with A. C. MacLaren's team in Australia and New Zealand was probably one of the reasons why he was chosen to go to Australia with the M.C.C. Those who look upon his performances as comparative failures should remember that though he made no high scores in Test matches, he always obtained runs under adverse conditions.

Imagine, if you will, one who plays cricket for the sake of the game; imagine a nature that is sunny, without a spark of jealousy, and there you have A. P. F. Chapman, whom cricketers delight to play with and to play against, and spectators to honour.

TENNIS MECCA.

THE CLAIMS OF FOREST HILLS.

Despite Wimbledon's ripper traditions and the sentimental attraction which it offers to the great players of foreign countries, commonsense compels us to face the fact that Forest Hills is supplanting Wimbledon and has already superseded our championships as the world's premier meeting, says a writer in the *Daily Express*.

So long as the Wimbledon title is won year after year by players who, however great, find the American title beyond their grasp, this alteration in the balance of importance is inevitable. Patterson won our championship in 1922—only to be annihilated in America; Johnston won it in 1923—and failed to gain a set off Tilden in the American championship final; Borotra captured it for France last year—and went down in an early round at Forest Hills. Can Lacoste do better this year?—it is a very slender chance.

With this shifting of the scales of tennis world-power has come a natural transference of interest to American events. Twelve years ago the result of the American championship might be recorded in a two-line cable, and the follower of tennis in this country was content for Wimbledon was both the centre and the circumference of his interest. But to-day, however much it may displease him, he is forced to recognise the dominance of American happenings and as a consequence there is a growing demand for fuller information as to the progress of events across the Atlantic.

made his guiding principle the provision in his pleasure towns of distractions—racing, tennis, golf, cabarets, like the famous "Potiniere" at Deauville, polo, gambling, dancing and bands.

He conquered Monte Carlo that day. After the war he transferred to Cannes and spent millions of francs in building up its sport and pleasure side—and now the smart world flocks to Cannes and Monte takes second place.

But Cornuche is restless and insatiable. He never stays content. He likes to build and sell. His latest venture is La Brille, a little fishing hamlet in Brittany, was nothing to do. Ever afterward he was nothing to do.

(Continued as face of next column.)

HONGKONG WEEKLY PRESS.

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THERE ARE, HOWEVER, STILL ON-HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8TH.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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UNEARNED REPUTATIONS.

TAKING PEOPLE AT THEIR FACE VALUE.

Does anyone know what is "a reputed quart"? I asks Major-General L. C. Dunsterville, C.B., in the *Evening News*. I do not, he admits, although I daresay I might find it out in a dictionary.

But I am merely interested in the negative side of the problem, and on this negative side I have positive information to the effect that a reputed quart may be anything you like, but it is not a quart! And if anything so vastly important as a quart—in a land that has not yet gone dry—can have a reputation which it is not even expected to live up to, may not human beings demand a similar privilege?

I have met in life many men of great reputations—alone, enviable, some the reverse—but in every case I have found them most ordinary folk, with little (but just a little) to distinguish them from the common herd.

It is on this slender foundation of "just a little" divergence from the average that the public build up a man's reputation for him.

And once a man acquires a reputation for this or for that, trivial incidents with which he is connected are distorted to fit in with the reputation until the little molehill of his merit becomes the mountain of his fame.

In the Boer War in China, in 1900, I knew a man who spoke several languages with sufficient fluency to excite a certain amount of admiration on the part of monolingualistic comrades. To speak several languages with moderate fluency is not to be a linguist, but is sufficient to give one the reputation of being a linguist.

DISPLAYING HIS TALENTS.

He spoke Russian well, and having been a short time in China it was in accordance with his reputation that he should not fail to display his talents in the acquisition of the Chinese language.

At that time there were in North China many Chinese from Manchuria who spoke Russian. My friend had made the acquaintance of such a one, and frequently passed the time of day with him. On one occasion the two were talking excitedly together on the railway platform, both using the Russian language, when a train passed through to Tientsin.

An officer in the train, arriving in the regimental mess that evening, said: "Wonderful fellow, Simpkins! He's only been a month in China, and to-day I saw him and a Chinaman talking together like brothers! It's marvellous what a gift of languages he has."

So our reputations get built up for us, and one is burdened with the sensation of being a fraud on the public, although the public and not oneself is responsible for the fraud.

I have known a "reputed" teetotaler. I don't think he ever said he was a teetotaler. But he generally drank water (in public), so he was labelled.

On a thirsty night march on the north-west frontier of India during a halt he removed the stopper from his water bottle and took a long and apparently refreshing draught, murmuring: "The best stuff on a night like this is cold tea."

A DROP OF "COLD TEA."

Doubtless cold tea is good stuff, and most refreshing, but I was standing down the wind, and my nostrils caught the delicious and unmistakable perfume of Glenlivet.

I wasn't hurt at finding that he was not living up to his reputation, but merely grieved that that reputation prevented him from offering me a swig of his "cold tea."

I have sometimes heard the expression used: "A man of no reputation." It looks rather meaningless, but I think it is intended to convey some idea of disparagement. If we took it in its literal sense, I would say: "O happy man!"

Ingo gives Cassio his opinion on the subject in the second act of "Othello": "Reputation is an idle and most false imposition; oft got without merit, and lost without deserving."

"GRASS" AND "EMERALD."

FASHION'S LATEST INSPIRATIONS.

Green is to be the most fashionable colour for evening wear. Vivid shades of "grass" and emerald will be preferred.

Black "silk" stockings are returning to favour. Lemon-yellow hosiery is considered the smartest complement to a black evening toilette.

Red ermine is the latest "novelty" in fur. It looks magnificent on red chiffon-velvet theatre cloaks. Bottle-green shaved lamb is being used for quaint Eton jackets which are to have a big vogue when the colder weather sets in.

The newest handbags are made of white serpent skin.

Patchwork is making another attempt to regain popular favour. This time it is seen on smart pull-on hats made of pieces of metal ribbon, kid, wool, silk and fur. Striking short coats are also made of crazy-work.

OLD STREET TRAGEDIES.

HASTY MARRIAGE AND QUICK REPENTANCE.

DRAB LONDON LIVES.

"To marry in haste" may or may not be the custom among those who dwell within the jurisdiction of Old-street Police Court, says a writer in the *Daily Express*. They certainly enjoy little leisure in their repentance. That is, if they do repent, for there are times when, listening to cases of marital dispute, one cannot help wondering if conjugal loyalty is of infinite endurance.

Thomas Whybrow stood in the dock and listened to his wife, whose head was bandaged, giving evidence against him. He had thrown his boot at her and wounded her head; he had "belted" her when she was in bed, and more than once. And all she asked was that he should be cautioned.

"There is no excuse for what you have done," said Mr. Clarke Hall, "and you ought to go to prison, but I shall not send you to prison, because if I did your wife would suffer more than you. You will be remanded for six weeks, and if I hear of any more of this sort of behaviour I shall deal with you very severely."

Said an applicant for a summons for desertion: "He came home and hit me. Then he took what he wanted, and tore up what he did not want. Then he threw the dinner all over me and said he was going away, but he would come back and do us all in, and if we didn't like it we could take other steps. And," she added plaintively, "you can't do much with hot dinner streaming all over you."

"I know," said Mr. Clarke Hall sympathetically.

A dejected looking man, whose cheeks had not known for many days the caress of a razor, climbed into the dock and blinked dully at the Bench through enormous spectacles.

His godfathers and godmothers had patriotically called him George Alfred, and from his ancestors he had inherited the singularly inappropriate name of Gay. There is no accounting for habits. Not only on this but on other occasions George Alfred had, very humanly, got annoyed with people, and when he got annoyed with people he had a few drinks. So far, not unreasonable. But having had a few drinks he wrote insulting and threatening letters to those who had annoyed him.

He pleaded guilty, and Mr. Clarke Hall, more in sorrow than in anger, remanded him for eight days to think things over.

They did not announce George Coventry's occupation, so I do not know what he is, but, if outward and visible signs count for anything, I think he must be a minor poet. He has the far-away expression, the fluent locks, and the black (or, at any rate, blackish) lingerie of Chelsea.

George had been having an altercation with a woman, but denied that he had been urged thereto by the inflaming effect of alcohol. Two police constables, unfortunately for George, thought otherwise, and the minor poet-of-course he may be a minor poet for all I know—was mulcted in the sum of ten shillings.

"Were you drunk?"

"Yes, Sir," said Charles Campbell.

"Is he known?"

"No, Sir."

"Ten shillings."

"Blimey!" muttered Charles.

An effort to make good after a fall from grace never goes unrewarded in a police court. Henry Clarke, white-haired and silent, had, out of his slender earnings, paid a steady weekly sum in reparation of an old offence. There still remained more to pay, but the court missionary spoke well of Clarke's efforts.

"If you behave yourself," said the magistrate, "you'll hear no more about it. You are bound over."

Still silent, the old man was led away.

OXFORD "BAGS" ECLIPSED.

NEW COAT WITH TAILS AND FLOUNCES.

Oxford trousers have been relegated to the far-away days when trousers themselves were regarded as an eccentricity by the introduction of a coat which will probably be attributed to either Oxford or Cambridge.

Oxford trousers are now behind the times. If rumour is to be believed, trousers came into fashion as an immediate result of the popularity of port, which caused gout and forced good wine lovers, as all Englishmen were in those days, to conceal their twisted nether extremities. Every true port drinker knows that the legend is a libel.

But the fact is that the world of fashion is faced with a new coat of terrifying aspect. It is taken in at the waist and double-breasted and its tails reach well below the knees. Also, it is decorated with flounces.

One bold innovator wore such coat of light chocolate hue in Piccadilly, and to some extent justified its existence by partially concealing a pair of Oxford trousers of the same tinge.

Economists suggest that since women have reduced the material needed for their dresses to vanishing point, the manufacturers are trying to strike a balance by inflicting this generous garment on the male leaders of fashion, probably at Oxford, though it may be that poetic justice will inflict the paternity of this monstrosity on Cambridge.



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one of those thousands of anxious mothers who have wept in the silent hours of the night because your baby is sick and wasting away? If so, give him Glaxo and see the change for the better in a week or two.

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Antung	Hankow	Hankow
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Newchwang	Ichang	Pakhoi
Dairen	Chungking	Hohow
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Chefoo	Ningpo	Mangtze
Weihaifu	Wenchow	Hokow
Tientsin	Santiao	Samsao
Mukden	Yochow	Tungmah
Shanghai	Foochow	Changchun
Hankow	Amoy	Hankow
Swatow	Kirin	Lungchow
Lungchingchun		

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Yokohama	Nagasaki	Tsushima
Kobe	Hakodati	Tsushima
Shimonoseki	Kyoto	Takew
Osaka	Tamari	Amping

EASTERN SIBERIA.

Vladivostok	Nicolajewsk
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CHOSON (Korea).

Seoul	Wonsan	Mokpo
Chungju	Pusan	Chinnampo
Kusan	Pingyang	Songhae

HONGKONG AND ITS DEPENDENCIES, MACAO, PENANG, INDO-CHINA.

Hanoi	Quinhon	Saigon
Hai Phong	Annam	Cambridge
Tonkin	Hue	Cholon
Provinces	Tourane	

PHILIPPINES.

Manila	Baguio	Cebu
	Zamboanga	

BORNEO.

Sarawak	Brunei	Labuan
British North Borneo		Sandakan

MALAY STATES.

Perak	Malacca	Pahang
Negeri Sembilan	Johore	Kedah
Kalantan	Tringganu	Petlis

STRAITS SETTLEMENTS.

Singapore	Penang	Malacca, Prov. Wellesley
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NETHERLANDS INDIA.

Batavia	Banarag	Padang
Brittonary	Sourabaya	Macassar
	East Coast of Sumatra	

BRITISH AND AMERICAN SQUADRONS IN CHINA AND JAPAN.

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OFFICERS OF COURT & HIGH STAMPS.

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NAVAL STORY OF THE WAR. ANOTHER ACCOUNT OF THE JUTLAND BATTLE.

"THE NAVAL HISTORY OF THE WORLD WAR: THE STRESS OF SEA POWER, 1915-1918." 18s. net. By Thomas G. Frothingham, Captain, U.S.N. (London: Humphrey Milford.)

In this well-written and well-informed account of "The Stress of Sea Power" in some of the most critical periods of the war, Captain Frothingham has incorporated an exceedingly fine description of the battle of Jutland. A large part of the volume is devoted to the events leading up to that battle and to the battle itself, no fewer than 10 of the 28 chapters being directly descriptive of different phases of the encounter. In explaining "the tragic failure of the British to gain a decision in the one great naval battle of the world war," the author says that there was no possibility of a German victory that would have destroyed the British battle fleet, but there was an opportunity for destroying the German battle fleet. But instead of this having been done, the over-matched and slower German fleet was enabled to return to port after inflicting losses much heavier than it sustained. Herein, in his opinion, lay the tragedy. The British fleet, he argues, lost its opportunity because it was not ready with methods for closing on an enemy who was prepared for evasion in smoke screens, with threats of torpedo attack. As a result of British caution the German fleet gained the protection of darkness, and at darkness the British fleet withdrew. This, he says, sums up the essentials of the great naval action. That is, of course, all very controversial matter, but there is this to be said for Captain Frothingham's method of presenting the facts, that he eliminates much that is not essential to a clear understanding of the case, and presents the real essentials in a way which certainly makes refutation of his own line of argument very difficult. But while the book may be said to turn almost wholly on this one battle, what led up to it and what were its results and its influence on the subsequent course of the war, there is much in it dealing with the siege of the Central Powers, the German submarine warfare, the Dardanelles, the entry of the United States, and the naval policies of the respective Powers; so that it forms a valuable supplement to the author's previous volume dealing with the operations of the year 1914-1915. It is distinguished by brevity and clearness, its data is authoritative, as it comes from the historical section of the United States Navy, and its American origin is betrayed in a few expressions, such as "the Fifth of Moray" and "Dover Strait," both, however, on maps.

TO TEMPT APPETITE.

A MENU FOR A CONVALESCENT.

Fish Custard.
Steamed Chicken Fillets.
Mashed Potatoes or Toast and Butter.
Creamed Spinach.
Apple Cream.

Should the patient's appetite be very small serve either the fish or the chicken. See that the dishes are daintily served in very small quantities.

Fish Custard may be made from any kind of white fish, using about a table-spoonful, freed from bones and skin, and finely chopped. Beat up an egg with about 2 gill of milk, add the fish, season and put into a cup or small basin greased with butter. Cover with greased paper and steam gently for 15 minutes, or until set. Turn out gently onto a small dish and garnish with a sprig of parsley.

If liked, this may be baked in a moderate oven in a small pie-dish or individual glass fireproof dish.

STEAMED CHICKEN FILLETS.—Take two fillets from the breast of a chicken, remove the skin, sprinkle with salt, pepper, and a squeeze of lemon juice. Put them on a plate rather thickly greased with butter, cover with a piece of buttered paper, and place another plate over the paper. Put the plates over a saucepan of boiling water and keep the water boiling until the fillets are tender—1 to 1 hour. When cooked place the chicken on a small hot dish and pour round the juice which has run from the chicken. Decorate with a thin line of chopped parsley on each fillet. If mashed potatoes be served with this, pile a small quantity neatly on a hot dish, mark with a fork, and brown slightly in the oven, or under a grill.

Spinach should be boiled in the usual way, rubbed through a hair sieve, and reheated with a small piece of butter and one or two tablespoonfuls of cream. Season and serve on a round croquet of toast.

APPLE CREAM.—Remove the pulp from two baked apples, rub it through a sieve, add 1 gill of cream, sweeten to taste, flavour with a squeeze of lemon juice. Mix well and serve in a custard glass. Serve with sponge fingers or savory biscuits.

AN ANGLING NIGHTMARE.

DESCRIBING AN ORDEAL AT THE GOLDEN GATE.

"Yes, and I was a Sidesman from 1903 to 1911, and they gave me the O.B.E. in 1919, and I always supported the S.P.G., and with regard to widowed and the fatherless, I always."

St. Peter, tapping the file before him: "Yes, yes, but we know all that. All that sort of thing's here, of course. But I find a certain amount of time unaccounted for, week-ends, occasional months, and so on. Not golf, I hope?"

Applicant, with nervous haste: "Oh, no, Sir, not golf."

"Well?" The question is uncompromising.

"Er, well, you know, er, or tell you the truth, it was fishing."

"Fishing? What do you call fishing?" It should be explained that the Keeper of the Gate has had a rather harassing morning interviewing several vocal souls who all talked about catching sharks fifty feet long and the like on 100 h.p. spinning lures, and insisted that they had acquired merit. A tidal wave was responsible for their sudden appearance. He has reluctantly been compelled to condemn one or two of them to the Eternal Film (cf. Revised Code, Advertisement, uses of: penalties, Sect. IV, par. 20). That sort of experience tries the nerves.

"Oh, I was a disciple of Isaac Walton. You know him, Sir?"

"Yes, Good man. Disciple of my own, incidentally. But what did you learn?"

"Fly fishing, Sir."

"Ha! Hm. Dry fly, of course?"

"I'm afraid only wet fly. But (hopefully) 'I belonged to Fly, Fishers' Club."

"Hm! Ha! Well, I'll test you. Brachycentrus subnubilus—habits of, briefly."

"Brackey... the poor soul looks agitated. Please, Sir, I don't understand."

"Well, an easier one, then. Ephemerella ignita—dressing and influence of."

"Effe Morella! I didn't know the lady, really I didn't. Even as a young man I always."

"But, tut, I'm afraid it's very little use. Can you describe Bibio johannis?"

"If you can't do even that."

"Something to do with John and a drink? Oh, I don't know. But please, please, Sir, do give me a chance. I nearly always fished up-stream as Stewart says—really I did."

"Well, well. Give me one single entomological metaphor of importance, and we'll see what can be done."

An interval of heavy thinking and then, eagerly, "I know, Sir, I know. Maggots, I mean, gentles, turn into blue-bottles. It is the gentle art, after all."

St. Peter, with a sigh, "Sorry, but it's no good. You'll have to go back and start again. Let me see, yes, we'll send you to Muddleborough, on the Muddle."

Soul, in despair, "But they're turning all the roads there, and there'll be no fish!"

St. Peter: "I know. There'll be no minor considerations to distract you. Good-bye."

He takes up speaking tube. "Arrange for Mr. and Mrs. Nulwedd, Tayview, Muddleborough, a son early in June, 1928. Reference, X2941, Class B, Returnable."—"PISCATOR ROTUNDUS" in the *Daily Express*.

NEW DIVING SUIT.

POSSIBLE TO WORK AT FIVE HUNDRED FEET.

The invention of an anti-friction diving suit for use under the sea at a depth of 500 feet, which may make possible the working of virgin pearl fisheries and the recovery of hitherto inaccessible wrecks, was described to the *Daily News* recently by Sir Frederick Young.

"Hitherto it has been possible to get divers down to deep levels of the ocean," Sir Frederick explained, but owing to the terrific pressure below the depth of 200 feet, the divers have been unable to move their limbs, and so could do nothing.

"The new invention, which is in the hands of a syndicate who will probably try it out in the Scottish lochs, may make it possible for divers to work freely at a depth of 500 feet."

"The principle of the device is the production of a counter-pressure, whereby the diver can by a mechanical means move his limbs at a depth where hitherto he has been helpless on account of the pressure making the joints immovable." The specially constructed anti-friction joints are the new features of the diving suit.

"It may be possible to salvage some of the treasure aboard the *Egypt*, which lies off Ushant at a depth of over 450 feet, and contains some £1,000,000 in gold and silver. Salvage work on this and other sunken vessels has hitherto been impracticable on account of a diver's inability to work at so great a depth."

Sir Frederick Young, who was chief surveyor to the Liverpool Salvage Association for many years, did valuable salvage work during the war, and after the Armistice off the Belgian coast. He was largely responsible for the raising of the *Vindictive*, which was sunk in the Zeebrugge raid. He is acting as consulting engineer to the syndicate which is developing the new invention.

CINEMA MISTAKES.

CANADA'S PLAINT AT AMERICAN MOVIES.

Canada has her grievances against the American film. The problem in Britain is as nothing compared to hers, declares "A Canadian" in the *Daily Mail*. "Many British people who deplore the 'Americanization' of Canada do not understand the penetration to which Canada is subject." He speaks also of the Canadian emigration to the United States, 150,000 last year; also Canada's vulnerability to American trade, due to the advertising in the widely circulated American magazines. But what seems to touch the *amour propre* deepest in this Canadian writer is the inroad of the movie; the lack of reciprocity, and the misrepresentation of Canadian life and character when a subject from the North is chosen.

"There are a few firms in Canada producing excellent scenic pictures—in fact, Canadian scenic films are a favourite both in the United States and Britain—but there is none producing the big five-reelers. The country simply is not big enough to stand the production cost."

"What makes it worse is that nearly all the Canadian cinemas are linked together in 'chains' controlled by big American syndicates. The Canadian cinema has therefore very little choice in films, for it has to show what is sent it; and because American theatre managers are notoriously unfriendly to imported films, it is almost impossible for either the British or Continental film to get a showing."

To save their faces, the American owners of Canadian theatres circulate the old story that British films are much inferior to American films and that their audiences will not tolerate them.

The Americans make blunders here that are never seen in Britain. They seldom take the trouble to 'preview' films and remove any parts that would offend their audiences. During the war the 'news weeklies' showed so much American flag that young Canadian children got the impression that the only nation at war was the United States. And when, in 'Peter Pan,' Peter vanquished the pirates, hauled down the skull-and-crossbones and hoisted his flag, we saw the Stars and Stripes! You can imagine what would happen in an American theatre—in an Irish-American city, Boston, for example—if Peter had hauled up the Union Jack!

Canadians are forced, too, to see their own country caricatured. The American producer is very fond of an alleged 'Canadian' background, and so he puts Canada on the screen—in a Hollywood backyard. So we Canadians see 'North-west Mounted Policemen' wearing the most extraordinary uniforms, with their chevrons upside down, American style, with hats that bear no more resemblance to the genuine Stetson of the 'Mountie' than a high hat does to a sun-umbrella lid. We see weird French-Canadians (picturesquely but quite erroneously described as 'half-breeds') wearing checkered shirts that never appeared on any Canadian back and talking the strangest argot. We see lumberjacks with their hair marcelled and glued straight. Instead of our beautiful native pine-trees and spruces, we see the carefully manicured lawns and tropical shrubbery of Los Angeles."

An even severer critic is found in Tancred Ilsen, grandson of the Norwegian dramatist, who was interviewed by the *New York Times* on his return from Hollywood. American films, he says, "are constructed mechanically, strictly as a business proposition, with happy endings, to provide entertainment." He deplored the absence of inspiration to thought in American films and declared that "in spite of the fact that even the best material is often used it is 'cooked to pieces' and remains just so much worthless broth, the real nutritive value being thrown away."

A GREAT SINGER'S LIFE.

MEMORIES OF DAME MELBA.

One of the first books of the autumn season will be the autobiography of Dame Nellie Melba, which Mr. Thornton Butterworth will publish with the title "Melodies and Memories." Just what pleasure readers may expect is revealed in some of the stories Dame Melba tells of her early struggles.

When did she first start to sing? and she replies: "Ah! That is a difficult question, for I can never remember any time when I was not singing. It was as natural to me to hum as to breathe." It was a critique in a Melbourne newspaper which first made her realise that she had something in her voice. But how to get to England and command success. It was her father who brought her over, though with little faith in her singing powers.

She went to see Sullivan. "What would you like to sing me?" he said, with a hint of a sigh. She sang "Ah! Fors e lui." "Yes, Mrs. Armstrong. That is all right. Quite all right. And if you go on studying for another year there might be some chance that we could give you a small part in the 'Mikado'—this sort of thing, and he started to play one of the little tunes which all London was later to be whistling."

(Continued at foot of next column.)

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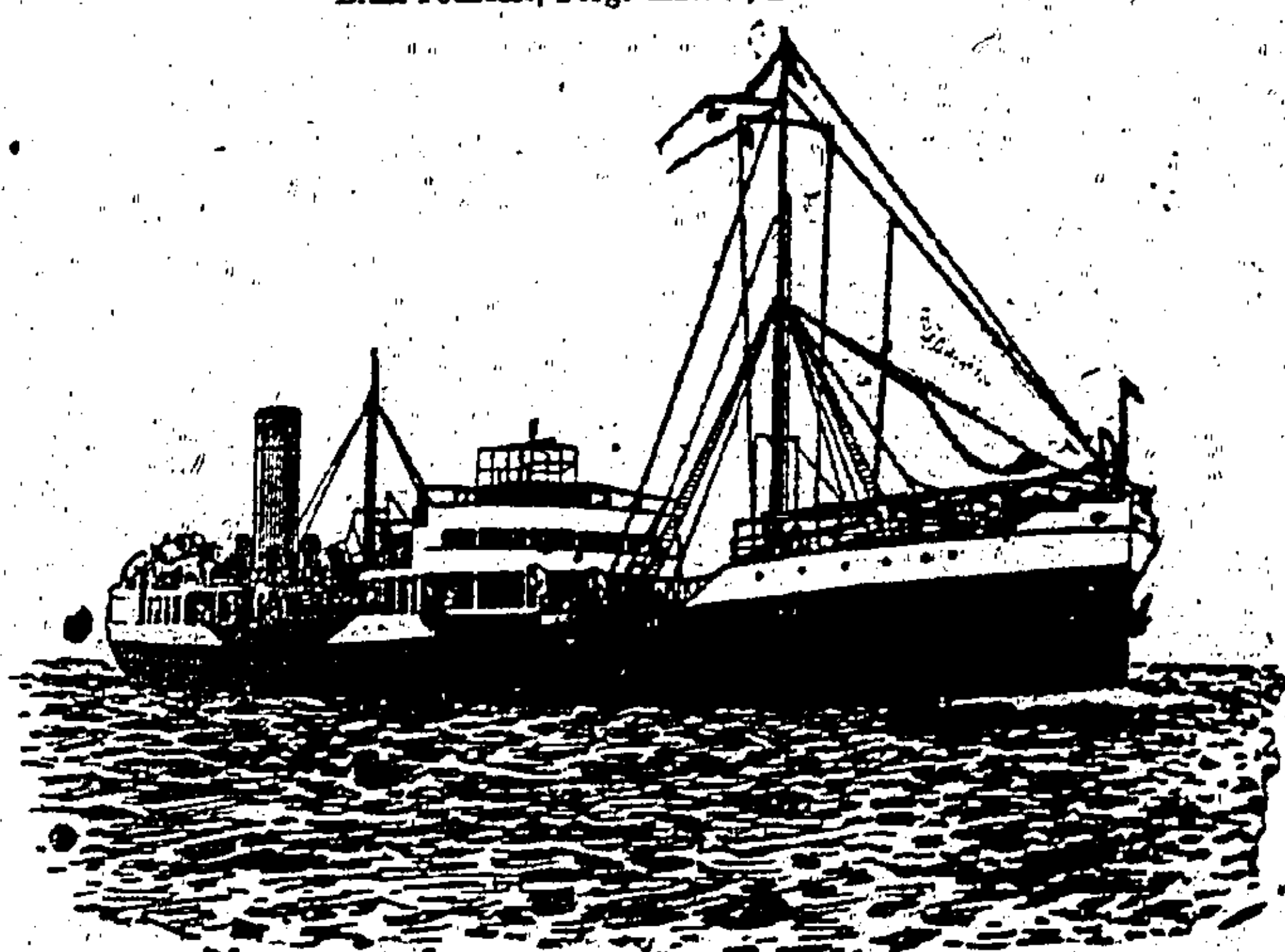
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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd October, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th Oct. 1925, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.30 a.m. and Noon, within the Free Storage period of One Week.

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General Agents.

Hongkong, 28th September, 1925. [209]

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HONGKONG WEEKLY

PRESS.

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SHIPPING NEWS

ARRIVALS.

September 30th.

Cliona, British str., 3,475 tons, Capt. J. Mather, from Balikpapan, lying at A.P.C. wharf. — Asiatic Petroleum Co.

Xueyang, British str., 1,500 tons, Capt. D. H. Martin, from Singapore and Hoihow, with a general cargo, lying at buoy No. 113. — B. & S.

Mikeena Maru, Japanese str., 1,901 tons, Capt. J. Furukawa, from Mike, with a cargo of coal, lying at Quarry B. — M.B.K.

New Mathilde, British str., 842 tons, Capt. E. G. Rapley, from Haiphong, with a general cargo, lying at buoy No. 113. — Yick Tai S.S. Co.

Phanung, Chinese str., 1,022 tons, Capt. H. C. Kiddle, from Swatow, with a general cargo, lying at buoy No. 113. — Cheong Yue S.S. Co.

Sunli, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at buoy No. 113. — Hung Kee.

Tanaka Maru, Japanese str., 4,338 tons, Capt. S. Tsuji, from Shanghai, with 1,908 tons of general cargo, lying at Kowloon wharf. — N.Y.K.

Tang Tze, French str., 8,005 tons, Capt. Denoize, from Dunkirk, London, and Saigon, with a general cargo, lying at Kowloon wharf. — M.M.

September 30th.

Kaijo Maru, Japanese str., 1,120 tons, Capt. Y. Okura, from Keelung, with 722 tons of general cargo and coal, lying at O.S.K. wharf. — O.S.K.

Oldenburg, German str., 3,507 tons, Capt. C. Luck, from Hamburg and Singapore, with a general cargo, lying at Kowloon wharf. — Jensen & Co.

Protetians, British str., 6,115 tons, Capt. R. Lloyd, from Shanghai, with a general cargo, lying at buoy No. 113. — B. & S.

Sankung, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 113. — Man Yick & Co.

CLEARANCES.

September 30th.

Derwent, for Saigon.

Hai Sun, for Kwang Chow Wan.

Kao Maru, for Hongkong.

Ninghai, for Shanghai.

Oldenburg, for Shanghai.

Pakhoi, for Haiphong.

President Madison, for Shanghai.

Rheencor, for Shanghai.

Shizu Maru, for Sourabaya.

Tak Sang, for Shanghai.

Tanaka Maru, for Singapore.

Tidung, for Singapore.

Van Overstraten, for Deli.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 93, of which 50 were British.

Arrivals for the twenty-four hours ended at 9 a.m. yesterday, totalled 13, of which three were British, one American, one French, one Dutch, one Portuguese, two Japanese and four Chinese. The departure for the same period numbered nine, which included the s.s. *Hydrunt* for Swatow. Vessels clearing and departing later yesterday numbered eight, and among these was the s.s. *Linn* for Swatow.

The arrivals were the s.s. *Kueigang* (Br.) from Singapore and Hoihow with 340 tons of general cargo, 162 live bullocks, 90 pigs and mail; the s.s. *City of Cambridge* (Br.) from Hankow with a nil cargo for Hongkong, but a through cargo of 1,317 tons; the s.s. *New Mathilde* (Br.) from Haiphong with 900 tons of coal and 420 tons of general cargo; the s.s. *President Madison* (American) from Manila with 182 tons of iron, nine tons of general cargo and mail; the s.s. *D'Artagnan* (French) from Marseilles and Saigon with a general cargo and mail; the s.s. *Tythesar* (Dutch) from Sourabaya and Keelung with 840 tons of general cargo; the s.s. *Sun Li* (Portuguese) from Kwangchow wan with 230 tons of general cargo; the s.s. *Mikeena Maru* (Japanese) from Saminoye and Mike with 4,311 tons of coal; the s.s. *Tanaka Maru* (Japanese) from Yokohama and Shanghai with 1,908 tons of general cargo; the s.s. *Phanung* (Chinese) from Swatow with a nil cargo for Hongkong, but 175 tons of through cargo; the s.s. *Tang Tsing* from Shanghai with only a through general cargo and the s.s. *Sun Kong* from Kwang Chow Wan with 250 tons of general cargo.

Arriving later in the day were the s.s. *Chantilly* (French) from Yokohama and Shanghai with 30 tons of general cargo and the s.s. *Tang Tze* (French) from Dunkirk and Saigon with general cargo and mail.

NOTICE TO MARINERS.

The following message, received from the Adjutant of the Hongkong Volunteer Defence Corps, was placed in the harbour office yesterday:—"D.E.L. runs for Engineer Company will be held at Belchers Fort on Thursday commencing 1st October next, 5.30 p.m."

PASSENGERS.

ARRIVALS.

Per s.s. *Oldenburg*, on September 30th:—Paula Behrendt, Mr. Edwin Lapse, Hermann Goeke.

Per s.s. *Chantilly*, on September 30th: Mr. and Mrs. Chen Sue and two children, Mrs. Tong Sue, Mr. Bartley, Mr. Paterson, Mr. Cheung, Mr. Woo, Mr. Loo, Mr. Lim Tsion Wai, Mr. Whang, Mr. Panisset, Mr. K. W. Mr. K. H. Chin, Mr. Nua Feng Tsai, Mr. P. L. Ling, Mr. Tan, Mr. Yang.

Per s.s. *D'Artagnan*, on September 30th:—Mr. and Mrs. P. Runoco, Mrs. F. Josse, Mr. A. Baneto, Mr. M. J. Putado, Mr. M. J. Pita, Mr. and Mrs. A. dos Santos Dues, Mr. J. Corroia and family, Mr. de A. Jones, Mr. J. de Avelar, Mr. A. de Oliveira, Mrs. Amaral Scullis and family, Mr. Pedro Guesardes, Mrs. Hans, Mr. L. Connam, Mr. and Mrs. Hoops, Mr. J. Webster, Mr. Tan Kee, Mr. and Mrs. Low Kee Phay, Mr. Wan, Mr. and Mrs. Weissman, Miss Wong, Mrs. Ngall and child, Mr. Egal, Mr. Jouvelet, Miss Shave, Mr. Tchijo, Mr. Demarcory, Mr. Moda, Mr. Schipper, Mr. S. van Diendit, Mr. and Mrs. Ratenberger, Mr. and Mrs. L. Boimadre, Mr. L. Hermania, Mr. Gueris, Mr. S. Amarol, Mr. A. Simas, Mr. M. Martin, Mr. F. Macano, Mr. N. Parula, Mr. Artiedvesa, Mrs. J. Martino, Mrs. J. Pereira, Mrs. A. Putado, Mrs. A. Serra, Mr. Stuwenz and family, Mr. Loo Noi Sing, Mr. Chang Ngam Pak, Miss Nuellers, Mr. V. Louis, Mr. B. Vanderbiest, Mr. Fan Zui Lin, Mr. Chen Zeim Fong and family, Mr. Tsing Mou Lon, Mr. Teheng Sin Dang, Mr. Yen So Wen, Mr. Yang Yiu San, Mr. Wang Kou Dien, Mr. Hou Tehong Hou, Mr. Gouvenec, Miss Kahning, Mr. Polton, Mr. Vervani, Mr. Bischoff, Mr. Kou Vin Ping, Mr. Tang Ya Min, Mr. Ching Wang Chia, Mr. and Mrs. Wang Hoa Yan, Mr. Chin Hoa Ching, Mr. Yamanaka, Mr. L. Giers, Mr. Taylor Perry, Mr. S. Ma Ame, Mr. Liu Chang Ha, Mr. Choi Foo Sen, Mr. Balduresaux, Mr. Ho Ring Kwai, Mr. Coquette, Mr. de M. Silva, Mr. Vuong To, Mr. Ly Cai, Mr. Rui Chi, Mr. Can Cack, Mr. Vuong Chue, Mr. Hinc Muan, Mr. Ung Chia Yang.

DEPARTURES.

Per s.s. *President Madison*, on September 30th:—Mr. R. Amparo, Mrs. J. S. Emens, Justice and Mrs. E. Finley Johnson, Mr. E. W. Millia, Mr. and Mrs. R. J. Tomlinson, Major A. P. Hitchena, Dr. and Mrs. Lopez-Rizal, Dr. C. Manalang, Dr. O. Scheble, Dr. A. B. M. Sison, Mr. and Mrs. H. van Brunt, Mr. J. S. C. Elkington, Major H. F. Smith, Mr. M. O. Adams, Mr. and Mrs. Robert L. Bacon, Mr. and Mrs. H. M. Hodges, Miss A. Montgomery, Mr. and Mrs. J. L. Paddy and daughter, Miss Jessie E. Fatty, Sir Henry Gollan, Mr. and Mrs. W. C. Dodds, Miss S. C. Finton, Mr. G. C. Friedger, Miss V. Levin, Miss L. Holleman, Mr. R. Peterson, Dr. J. P. Costa, Mrs. J. H. Brister, Dr. and Mrs. R. Vervoort, Mr. and Mrs. W. Koenigsmann, Dr. N. C. R. Keukenschraver, Dr. A. G. Ellis, Mr. J. H. Geldar.

Per s.s. *Hakone Maru*, on September 30th:—Mrs. M. Holosko, Dr. E. J. Ref, Miss Monckton, Mrs. Edward, Mr. and Mrs. A. C. Townsend, Mr. N. H. Harry, Mr. F. Evelyn, Mr. F. X. Schaffer, Mr. and Mrs. R. F. G. Livingstone and two children, Miss Northey, Capt. and Mrs. J. Bivar, Mrs. M. J. Gordon, Miss M. H. Lung, Mr. Lewis Tok, Mr. and Mrs. L. F. Martin and two children, Major T. C. Fitzhugh, Mr. and Mrs. Xavier and two children, Mrs. McDonald and child, Mrs. J. W. Brown and child, Mr. W. R. Wilkinson, Mr. L. E. Underhill, Mr. A. J. Wade, Mr. and Mrs. C. R. Wilson, Miss V. Wilkinson, Mrs. F. J. Wilkinson, Mr. F. Taylor, Mr. John McFarlane.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Karmala* left Shanghai for this port on September 29th at 3.30 p.m. and is due here at about 8 a.m. to-morrow.

VESSELS EXPECTED.

Arafa (E. & A.), due to-morrow.

Benrinen (Ben Line), due to-morrow.

Empress of Asia (C.P.R.), due October 5th.

Khina (P. & O.), due to-morrow.

Sicilia (P. & O.), due to-morrow.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 30th.			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.74	29.73	29.76
Temperature	86	77	84
Humidity	72	93	75
Wind Direction	N.W.	Calm	E.N.E.
Force	2	0	0
Weather	0	0	0
Rain	0.02	0.00	0.88
Highest open-air Temperature on 29th	86		
Lowest open-air Temperature on 30th	77		

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EMPRESS OF AUSTRALIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF RUSSIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF AUSTRALIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
— 1926 —					
EMPRESS OF ASIA	Jan. 10	Jan. 13	Jan. 16	Jan. 19	Feb. 25
EMPRESS OF CANADA	Jan. 10	Jan. 13	Jan. 16	Jan. 19	Feb. 25
EMPRESS OF RUSSIA	Jan. 10	Jan. 13	Jan. 16	Jan. 19	Feb. 25
EMPRESS OF AUSTRALIA	Jan. 10	Jan. 13	Jan. 16	Jan. 19	Feb. 25
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 22
EMPRESS OF CANADA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 22
EMPRESS OF RUSSIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 22
EMPRESS OF AUSTRALIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 22
EMPRESS OF ASIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 19
EMPRESS OF CANADA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 19
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 19
EMPRESS OF ASIA	May 15	May 18	May 21	May 24	May 31
EMPRESS OF CANADA	May 15	May 18	May 21	May 24	May 31
EMPRESS OF RUSSIA	May 15	May 18	May 21	May 24	May 31
EMPRESS OF AUSTRALIA	May 15	May 18	May 21	May 24	May 31
EMPRESS OF ASIA	June 11	June 14	June 17	June 20	June 28
EMPRESS OF CANADA	June 11	June 14	June 17	June 20	June 28
EMPRESS OF RUSSIA	June 11	June 14	June 17	June 20	June 28
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 20	June 28

(E. Asia and E. Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	EMPRESS ASIA	Oct. 10
Oct. 21	Oct. 23	EMPRESS CANADA	Oct. 24
Nov. 4	Nov. 6	EMPRESS RUSSIA	Nov. 7

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America 6,440, 6,340, 6,240.

SHIDZUKA MARU Friday, 2nd Oct. at 11 a.m.

YOKOHAMA MARU Wednesday, 25th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

SUVA MARU Saturday, 10th Oct. at 11 a.m.

FUKUOKA MARU Saturday, 24th Oct. at 11 a.m.

HAKOZAKI MARU Saturday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

TSUBOIMA MARU Middle Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU Wednesday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MUBORAN MARU Wednesday, 9th Oct.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU Sunday, 11th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

DELGOA MARU Saturday, 3rd Oct.

TOKUSHIMA MARU (Moji direct) Monday, 5th Oct.

HAKUSAN MARU Tuesday, 6th Oct.

KITANO MARU Wednesday, 20th Oct.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone Central Nos. 292, 293 & 2421. S. KINOSHITA, Manager.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BATAWAN-DEMI and
PENANG, on the 30th September, 1925.

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services
to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN,

Telephone 1574.

YORK BUILDING, CHATER ROAD.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TIENSIN via SWATOW & SHANGHAI	"TAUSANG"	Friday	2nd Oct. at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday	3rd Oct. at 3 p.m.
TIENSIN	"CHEONGSHING"	Wednesday	7th Oct. at Noon
KOBE via MOJI	"NAMESANG"	Monday	12th Oct. at Noon
STRAITS & CALCUTTA	"HOSANG"	Monday	12th Oct. at 3 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Saturday	17th Oct. at 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY FROM BOKEI PAO
HONGKONG—YOKOHAMA LINE	EVERY SUNDAY FROM BOKEI PAO
HONGKONG—BORNIO LINE	EVERY FORTNIGHT
HONGKONG—TIENHIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

TELEPHONE CENTRAL No. 215.

GENERAL MANAGERS

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Days	From Hongkong
"CARMARTHENSHIRE"	15th Oct.	
"GLENSANDA"	1st Nov.	
"CARMARTHENSHIRE"	15th "	
"GLENSANDA"	1st "	
"GLENSANDA"	15th "	
"GLENSANDA"	1st "	
"GLENSANDA"	15th "	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENSANDAY"	3rd Oct.	
"GLENSANDAY"	17th Oct.	
"GLENSANDAY"	31st Oct.	
"GLENSANDAY"	14th Nov.	
"GLENSANDAY"	28th Nov.	
"GLENSANDAY"	12th Dec.	
"GLENSANDAY"	26th Dec.	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-22, and Central 1590.

(11)

THE CHINA SHIPPING CO.

CABLE—"CHINASHIPS"

SINGAPORE.

STEAMSHIP AGENTS AND CHARTERING BROKERS.

General Loading:—

We furnish ocean space ranging from small tonnage to full cargo for the capacity of steamers to any of the Principal Ports of China.

Deck passengers booked to all Ports of China.

FORWARDING AND TRANSHIPMENT:—

We forward Cargo and Goods to any address, Eastern and Western Ports and abroad, at C.O.D. Insurance effected.

Enquiries from Agencies desiring connection are cordially invited.

(259)

AMERICAN
ORIENTAL MAIL LINEOperated for UNITED STATES SHIPPING BOARD by
ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

FOR SEATTLE, ETC.

SHANGHAI—KOBE—YOKOHAMA

TO EUROPE—£120—£112—£110

FOR MANILA

"PRESIDENT MADISON" Sept. 30th, 5.00 p.m.

"PRESIDENT JACKSON" Oct. 12th, 5.00 p.m.

First Class on the Pacific. First Class on American or Canadian Railways. First

Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental

Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Ports;

also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to—

ADMIRAL ORIENTAL LINE, Managing Operators.

Telephone Central 2477, 2478 & 295. Hongkong and Shanghai Bank Building.

(30)

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" ... via Suez Canal ... 19th September
S.S. "WALTON HALL" 7th October

BOSTON NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "FORREBANK" ... via Suez Canal ... 1st November

UNITED KINGDOM & CONTINENT"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAMBRIDGE" ... 27th September
For HAVRE, LONDON, HAMBURG & ANTWERP.

FARES TO LONDON "A" 1st Class £33. 2nd Class £20.
"B" 1st Class £30. 2nd Class £15.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "BURAT" ... Middle November
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)**Sailings from Hongkong:**

S.S. "WALTON HALL" ... via Suez Canal ... 7th Oct.
S.S. "BURYLOCHUS" ... via Suez Canal ... 19th Oct.
S.S. "LANGTON HALL" ... via Suez Canal ... 28th Oct.
S.S. "PYRRHUS" ... via Suez Canal ... 19th Nov.

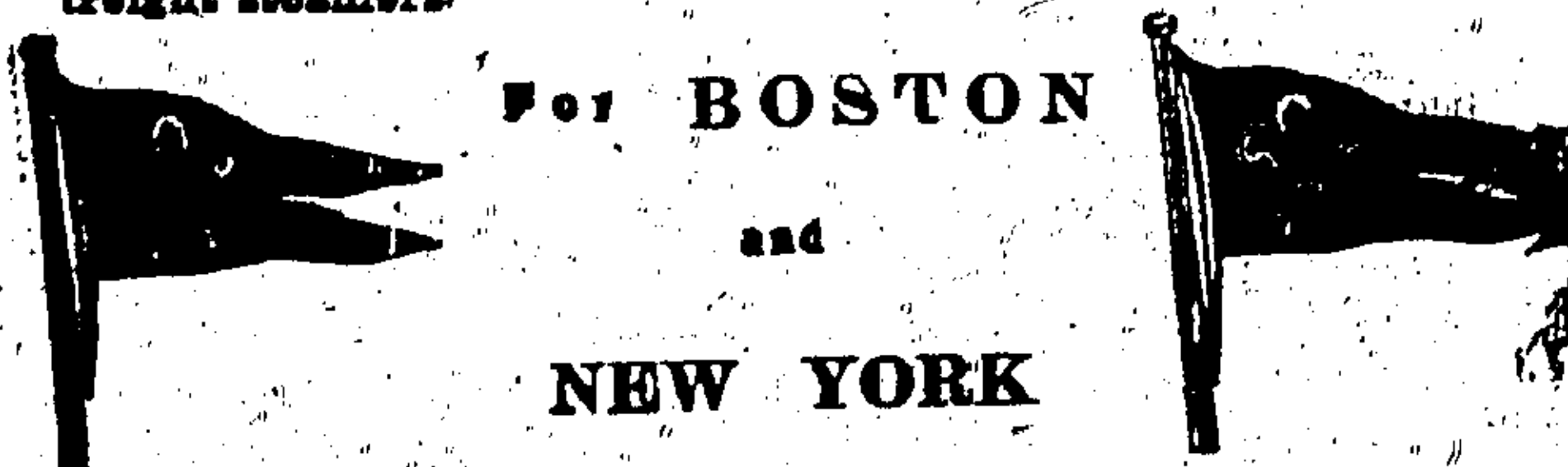
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

GUTHRIE & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GOTHIC PRINCE" ... 31st Oct., 1923.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED.

Telephone Central 310.
Telegrams Furness.

WITHOUT PURE BLOOD, HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was anything like it, nor are its marvellous properties likely ever to be equalled in disintegrating from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurfiness and glandular swellings, bad legs, abscesses, ulcers, eczema, goitre, rheumatism, gout, or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, striding, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IN LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.
English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak St. W., London, W.10. Unprincipled Dealers may try to sell you something else or under price—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by Leading Chemists.

P. & O., British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CHYLOW, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	8,138	3rd Oct. Noon	Marseilles, London & A'werp.
"SOUDAN"	8,896	14th Oct.	Spore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"RIOLIA"	8,818	23rd Oct.	Spore, Penang, Colombo & B'way.
"KHYA"	9,135	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,903	14th Nov.	Marseilles & London.
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	8,985	10th Dec.	Spore, Penang, Colombo & B'way.
"MORRA"	10,911	17th Dec.	Marseilles & London.
"KASHGAR"	8,006	26th Dec.	Spore, Penang, Colombo & B'way.
"MAUCEDONIA"	11,039	1926	Marseilles & London.
"KHYBER"	8,114	23rd Jan.	Marseilles, London & A'werp.
"DELTA"	8,097	4th Feb.	Spore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Feb.	Marseilles & London.
"KARMALA"	8,138	24th Feb.	Mars. L'don. & A'werp.
"MANTUA"	10,903	6th Mar.	Marseilles & London.
"KHYA"	9,135	20th Mar.	Mars. L'don. & A'werp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	9th Oct.	Singapore, Penang & Calcutta.
"TALMA"	10,000	26th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	6th Oct. 10 a.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	8,500	12th Oct.	Manila, Sandakan, Thursday
"TANDA"	8,500	19th Oct.	Manila, Sandakan, Thursday
"ARAFURA"	8,000	26th Oct.	Manila, Sandakan, Thursday
"ST. ALBANS"	8,500	31st Oct.	Manila, Sandakan, Thursday
"TANDA"	8,500	7th Nov.	Manila, Sandakan, Thursday

The S.S. & A. S.S. Co., Ltd. steamers will also call at Singapore, Penang, Calcutta, Bombay, Madras, Rangoon, and other ports on route as indicated on office.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, and the U.S. Coast to the United Kingdom via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHYA"	9,135	3rd Oct. Noon	Shanghai, Moji & Kobe
"RIOLIA"	8,818	3rd Oct. D.L.	Shanghai & Kobe
"ST. ALBANS"	8,500	10th Oct.	Moji, Kobe & Yokohama
"GARBETA"	5,337	10th Oct.	Shanghai, Moji, Kobe & Osaka
"MANTUA"	10,903	17th Oct.	Shanghai, Moji & Kobe
"KALYAN"	9,144	1st Nov.	Shanghai, Moji & Kobe
"TANDA"	8,500	7th Nov.	Moji, Kobe & Yokohama
"MORRA"	10,911	14th Nov.	Shanghai, Moji & Kobe
"KASHMIR"	8,985	14th Nov.	Shanghai, Moji & Kobe
"SOUDAN"	8,896	20th Nov.	Shanghai & Kobe
"MAUCEDONIA"	11,039	20th Nov.	Shanghai, Moji & Kobe
"ARAFURA"	8,000	12th Dec.	Moji, Kobe & Yokohama
"KHYBER"	8,114	26th Dec.	Shanghai Moji & Kobe
"MALWA"	10,941	9th Jan.	Shanghai, Moji & Kobe
"DELTA"	8,097	9th Jan.	Shanghai & Kobe
"ST. ALBANS"	8,500	9th Jan.	Moji, Kobe & Yokohama
"KARMALA"	8,138	23rd Jan.	Shanghai, Moji & Kobe
"MANTUA"	10,903	6th Feb.	Shanghai & Kobe
"KASHMIR"	8,985	6th Feb.	Moji, Kobe & Yokohama
"TANDA"	8,500	20th Feb.	Shanghai, Moji & Kobe
"KHYA"	9,135	20th Feb.	Shanghai, Moji & Kobe
"MORRA"	10,911	6th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must carry their own Hotel expenses at Singapore while waiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
* Special Messing not more than 2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handicraft, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Buildings, (Opposite Royal Central, HONGKONG) Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Ocean Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 3 or 10 Days)

* HAICHING... Capt. W. S. Turnbull ... Tuesday, 6th Oct., at 1 p.m.
* Calling at Swatow and Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fuchow (Peking) and Amoy by the same steamer by the "HAICHING", "HAICHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.

General Manager

CHINA NAVIGATION CO., LIMITED.

HAIPHONG	...	"PAKHAI"	...	On	1st Oct.	9 a.m.
HOIHOW & SINGAPORE	...	"CHINGTA"	...	On	2nd Oct.	11 a.m.
AMOI & SHANGHAI	...	"KANGCHOW"	...	On	2nd Oct.	4 p.m.
BANGKOK	...	"KATING"	...	On	3rd Oct.	4 p.m.
HAIPHONG	...	"CHENGTHU"	...	On	4th Oct.	10 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 33.

Agents.

CARGO AND PASSENGER CAN BE RECEIVED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

This Vessel will sail hence on her maiden voyage on
Wednesday, Sept. 30th, at 10 a.m.

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND
AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand
and Tasmanian Ports.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST
AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailing Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
Agents.

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA BOSTON, NEW YORK.

S.S. "BOWES CASTLE" ... Sails 6th Oct.

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$56.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "ROSANDRA"	...	Sails	10th Oct.
S.S. "SILVIO PELLICO"	...	Sails	12th Oct.
S.S. "NIPPON"	...	Sails	10th Nov.
S.S. "PERSIA"	...	Sails	12th Nov.
S.S. "VIMINALE"	...	Sails	10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA"	...	Sails	25th Sept.
S.S. "ROSANDRA"	...	Sails	31st Oct.
S.S. "NIPPON"	...	Sails	1st Dec.
S.S. "VIMINALE"	...	Sails	31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails 1st October.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1024.

Agents.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles
PORTHOS	...	1923	1923
DARTAGNAN	...	11th Sept.	12th Oct.
ANGKOR	...	25th Sept.	10th Nov.
ANGKOR	...	9th Oct.	24th Nov.
ANGKOR	...	23rd Oct.	8th Dec.
ANGKOR	...	23rd Oct.	22nd Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)
A Cabin (1st Class) ... \$5.00 Od. B Cabin (1st Class) ... \$3.00 Od.
STEAMERS (2nd) ... \$3.00 Od. STEAMERS (2nd) ... \$3.00 Od.

Through Tickets to London and Leaving Towns of Europe.

(Accommodation reserved in the Trains at Marseilles.)

LIÈGE COMMERCIALES (Quai des Bains).

... leading to HAVRE, ANTWERP

* "DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due
to arrive about 19th October.
Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 740.

S. CHEN'S BUILDING.

CONSIGNATION—TRANSHIP—REPRESENTATION.

